



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

TL 551
.E8
1920

FIELD

GUIDE

PILOTS

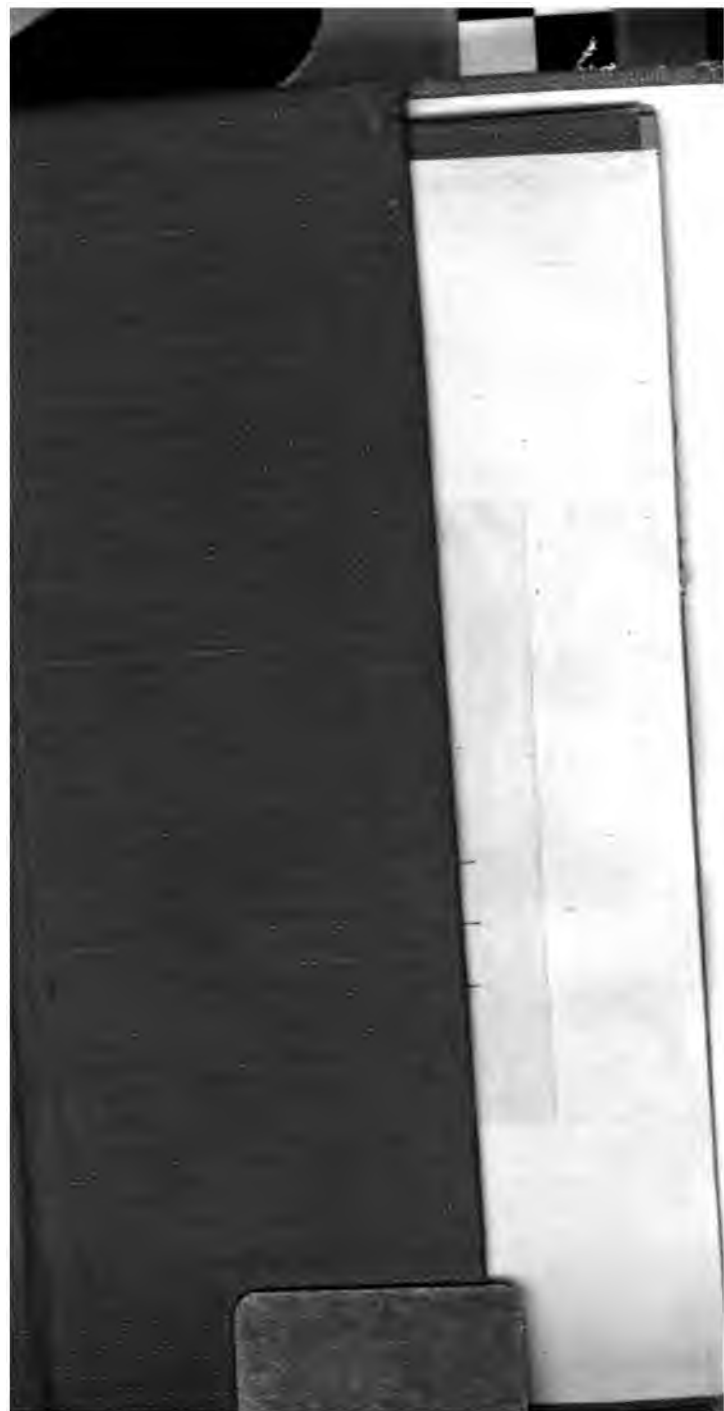
LOG

BOOK

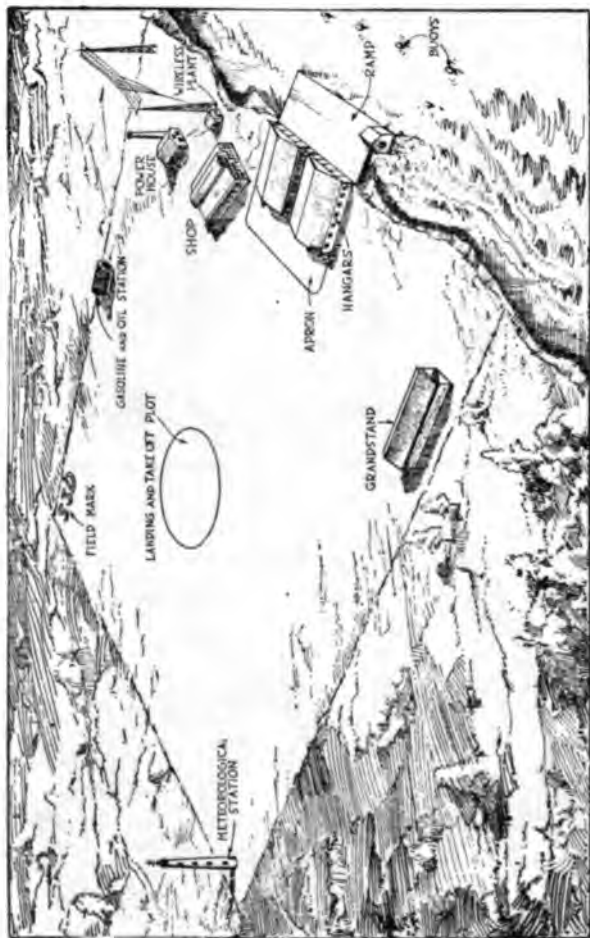
NEW YORK CITY

LAND

HERE







FULLY EQUIPPED AERODROME FOR LAND AND SEA PLANES

A City with a waterfront should, if possible, locate its aerodrome thereon so that accommodations for both land and sea planes can be furnished. Such as is shown above. Besides facilities for land planes, there is running into the water a ramp on which seaplanes can be launched and brought ashore.

AERODROMES—LANDING FIELDS.

The Field required for the landing of an aeroplane should not have less than 1,200 feet straight away under most conditions. The fields size, however, is a matter for individual determination.

The aerodrome consists primarily of a landing field. Contrary to many reports, the selection of this field requires due care. Any old inlet is not a harbor, any old barn won't serve as a terminal, any old cowpath is not a state road and any old pasture won't do for a landing field. The field must be level and it must be well drained. Its location must be such that local air conditions are not dangerous. Its size and shape may vary.

The ideal landing field at sea level would be about 1,800 feet square, but this is not necessary. Two first-class landing fields are shown in the accompanying illustrations. At the points where landings and take-offs are to be made there should be a landing plot of concrete, or other paving material. In consideration of the landing field requirements, only the aeroplane has been considered, inasmuch as in general any field suitable for an aeroplane is suitable for an airship.

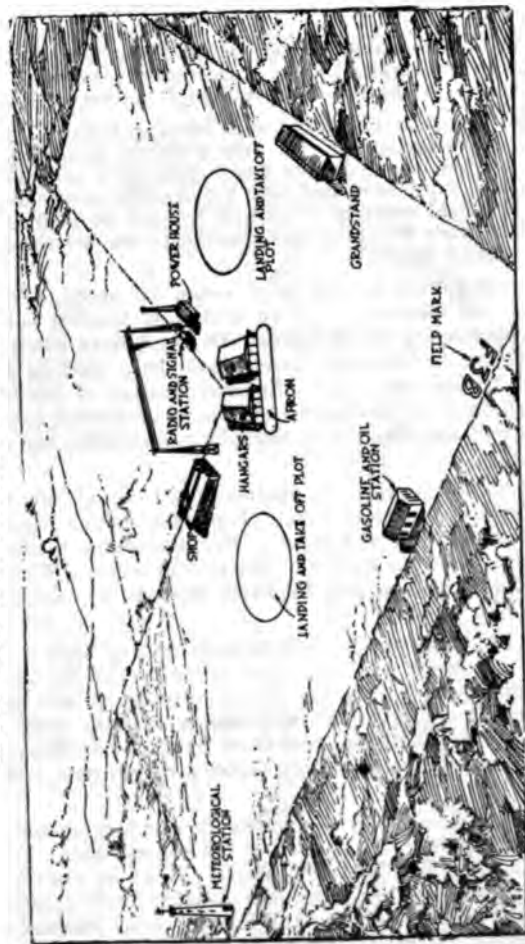
Aerodromes should therefore be equipped with an adequate gasoline and lubricating oil storage station. Provision should, if possible, be made so that aircraft can be housed. For aeroplanes a hangar is needed; for airships, mooring towers or blocks will serve. The equipment of the aerodrome with repair facilities depends, of course, upon the amount of traffic.

The marking of aerodromes should be such that by night and day the pilot passing overhead will be able to identify and locate them. This will necessitate proper licensing and classifying of such and the issue of this "Landing Field Guide" corresponds in many ways to the Automobile Blue Book. With the growth of aviation aerodromes will be as important to the community as its harbors, its railroad terminals and its roads.

The establishment of municipal aerodromes is a logical step in the development of commercial aviation and of the community. Housing and repair facilities and fuel and oil stations can all be placed under private management if desired; but the landing field itself, with necessary equipment for safe landing and take off, is as integral a part of the community as its roads. For the permanent housing and maintenance of aircraft there will of course be privately owned aerodromes.

Communities first establishing aerodromes invite to themselves aerial mail service, aerial passenger and express service, visits from pleasure-seeking aviators, and the many auxiliary benefits which accompany broadened field of action.

MAKE AMERICA SAFE FOR FLYING



BY COURTESY OF UNITED AIRCRAFT ENG. CORP.

FULLY EQUIPPED ANGLE AERODROME FOR LAND PLANES

We advocate a Government, Municipal, Commercial or Emergency Landing Field near every City and Town of 1000 population and over.

and
PILOT'S LOG BOOK

Edited by
BRUCE EYTINGE

Lieutenant, Royal Air Force-Pilot
Captain, New York Aerial Police, N. Y.
Member, Aero Club of America, N. Y.
Member, American Flying Club, N. Y.
Member, Royal Air Force Club, N. Y.

Associate Editor

REX L. UDEN
Lieutenant, Royal Air Force-Pilot
Secretary, Cleveland Aviation Club, Ohio
Chairman, Membership Committee, Miss.
Valley Aviation Clubs Ass'n.
Member, Royal Aero Club, London

Contributing Editor

R. S. HARTZ
Lieut.-Col., Air Service, J. M. A., A. S. A.
Officer Com., "Round the rim flight"
Member, American Flying Club, N. Y.
Member, Cleveland Aviation Club, Ohio.

1920 EDITION

(Please Write)

Bruce Eytinge, 4554 Park Ave., N. Y. City

Published by
Eytinge & Uden, New York City, N. Y.



TL551
E8
1920

Copyright, 1920,
by Bruce Eytinge

MAR 17 1920

MAR 18 1920

● CLA566644

CONTENTS

<i>Pocket</i>	- - -	Inside cover page
FOREWORD	- - - - -	3
CONTENTS	- - - - -	7
<i>Identification</i>	- - - - -	8
<i>Calendar</i>	- - - - -	8
INTRODUCTION	- - - - -	9
DON'TS	- - - - -	10
HELPFUL HINTS	- - - - -	10
INTERNATIONAL AIR NAVIGATION (RULES OF THE AIR)	-	12
CERTIFICATES FOR PILOTS (INT. AIR NAV.)	- - - - -	14
LOG-BOOKS (INT. AIR NAV.)	- - - - -	16
GENERAL RULES AT U. S. FLYING FIELDS	- - - - -	18
LANDING FIELDS, AERO CLUBS, AGENCIES AND SCHOOLS	-	22
(Listed alphabetically under States.)		
AIR ROUTES	- - - - -	33
PILOTS' LOG BOOK FOR MACHINE, MOTOR AND FLYING	- -	65
ADVERTISEMENTS	- - - - -	97
REAR COVER PAGE	- - - - -	123

Name

Address

Telephone

License No.

1920

JANUARY							JULY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	1	2	3	..	..	..	..	1	2	3
4	5	6	7	8	9	10	4	5	6	7	8	9	10
11	12	13	14	15	16	17	11	12	13	14	15	16	17
18	19	20	21	22	23	24	18	19	20	21	22	23	24
25	26	27	28	29	30	31	25	26	27	28	29	30	31
..	..	..	..	..	..	..	..	..	..	..	..	..	..
FEBRUARY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	..	..	..	..	..	..	29	30	31	..	..	..	..
MARCH							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	1	2	3	4	5	6	..	..	..	..	1	2	3
7	8	9	10	11	12	13	5	6	7	8	9	10	11
14	15	16	17	18	19	20	12	13	14	15	16	17	18
21	22	23	24	25	26	27	19	20	21	22	23	24	25
28	29	30	31	..	..	..	26	27	28	29	30	..	..
APRIL							OCTOBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	1	2	3	..	..	..	..	..	1	2
4	5	6	7	8	9	10	3	4	5	6	7	8	9
11	12	13	14	15	16	17	10	11	12	13	14	15	16
18	19	20	21	22	23	24	17	18	19	20	21	22	23
25	26	27	28	29	30	..	24	25	26	27	28	29	30
..	..	..	..	..	..	..	31	..	..	..	..	..	..
MAY							NOVEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	..	..	1	..	1	2	3	4	5	6
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	..	..	..	..
30	31	..	..	..	..	..	..	..	..	..	..	..	..
JUNE							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	1	2	3	4	5	..	..	..	1	2	3	4
6	7	8	9	10	11	12	5	6	7	8	9	10	11
13	14	15	16	17	18	19	12	13	14	15	16	17	18
20	21	22	23	24	25	26	19	20	21	22	23	24	25
27	28	29	30	..	..	..	26	27	28	29	30	31	..

INTRODUCTION

It is our intention to incorporate in the "Landing Field Guide & Pilot's Log Book" all available information that will be of help to the Pilot.

When you are preparing for a flight, consult the Guide. Take time and read over the "Helpful Hints" and "Don'ts". If you are preparing for a cross-country flight, say thru the states of New Jersey and Pennsylvania, buy a 15 cent map of those states and check off the places that are designated in the Guide as having Landing fields and aviation facilities. To reproduce practical maps of all the landings and routes would fill a large and heavy book itself.

Pilots should keep a complete record of every flight as this is essential for the proper care and operation of both machine and motor and above all it is most essential for the pilot as a proof of his flying time and experience. Pilots should be and will be asked to show a certified proof of their flying to insurance companies and when applying for a position, etc.

If you have your Army log book, or by writing to the Government you can obtain a certified proof of your flying time and by entering its total into this, your personal book, and having a Notary certify it you have a record to date and then can continue from there on.

Pilots should be proud of their flying records and want to add to it.

The Editor.

Note:—Every month new civilian or municipal landing fields will have been established after this Guide has gone to press. We shall be grateful to anyone who will inform us of any information that they think will be of help to the pilots so it may be incorporated in the next edition.

DON'TS

Don't fly if you can't walk straight.
Don't fly unless you are physically fit.
Don't fly without Goggles; you may not see it thru.
Don't be a dummy; Yell, contact "ON" or "OFF."
Don't forget your Safety-Belt; Safety-First.
Don't zoom off the ground; try it on a cloud.
Don't take off in a climbing turn; the ground may follow.
Don't hurry-off without flying speed; start right and fly off.
Don't stall; use your Wings and fly.
Don't worry about coming down; it's a safe bet.
Don't invent new stunts; let LOCKLEAR do it.
Don't be a flying fool; a damn fool is safer.

HELPFUL HINTS

Be conservative.
Educate the Civilian Public with the Safety Factors of flying.
An accident is a setback in the development of Commercial Aviation.
Never stunt an Airplane unless you are in flying trim and unless the Airplane is in flying speed.
Feel out your Machine and Motor thoroughly.
Fly your Machine; don't let it fly you.
Good pilots do not fly mechanically; they fly by feel.
Most Pilots fail to readily adapt themselves to different Machines and Motors of high or low horse-power and fly accordingly.
A Good pilot never stunts a Machine, new to him, the first time he takes it up.
Be conservative; especially when carrying passengers or flying low over a crowd.
It is better to be a Sky-Pilot than a Crack-Ace. Be conservative.

NECESSARY SPARES

It is not advisable to carry more weight than is absolutely necessary because extra or excess weight may cause a crash when taking-off or landing in a limited space. Some tools and spares are essential and very helpful to Pilot or Mechanic.

Every machine should carry, at least, the following: a roll of insulating tape for ignition, oil, water, or gasoline leaks. A pair of pliers, an adjustable wrench, a jet wrench, a screw-driver, a knife and an extra set of Spark Plugs. Emergency repairs can be made with the above, getting you home or to an Airfield.

If long cross-country flights are to be made over country unequipped with aviation facilities, spares should be carried accordingly; such as inner-tubes, valves and valve-springs, etc.

Cross-country flying needs more preparation and care in checking over machine and motor. Unless the Airplane has been in constant use and properly cared for mechanically it should be given a thorough test flight to insure that every part of the machine and motor is functioning properly; such as oil and water circulating. No overheating, ignition correctly timed, gasoline feeding and all controls in good condition; greased at pulleys and working freely.

If the motor is new or old it should be warmed up slowly and flown accordingly. Valve guides and rocker arms must be kept well oiled. Valve springs, breaker points and distributor should be examined frequently. The Gasoline line and carburetor jets drained and cleaned, making sure that the tank and system is free from dirt and water. Strain thru chamois every drop of gasoline put into your tank and keep dirt from the oil.

Pilots in the Army Air Service depend upon their mechanics. Civilian flying depends mostly upon the pilots.

No mechanic realizes nor can appreciate the importance of having an Airplane in the best of condition unless he constantly accompanies the Pilot.

In flying over a new route carry a map if available or get a mental view of all possible landmarks. Always take-off into the wind and circle the field for altitude. In flight keep a look-out for possible landing fields in case of trouble and keep plenty of altitude as there is Safety in Height. Avoid storm clouds and especially fog if possible because of its hanging so close to the ground. On approaching; circle around your field to observe its surface and the direction of the wind so as to land into it. When throttled down, to glide in, keep clearing out your motor so it will pick up instantly if needed.

When a forced landing is made always house and guard your machine when possible. If out in the open over night or during a storm the propeller, motor and cockpit should be covered and the machine tied head into wind with control stick and rudder bar tied firmly in neutral position.

" LET GEORGE DO TO "

Major Bartholf flying an S E 5 was the second contestant in the Trans-continental Air Race to reach New York in a single-seater.

His advice to young pilots is this:

In a reliability race, rely on yourself. Don't race your motor any more than possible and don't race your opponent. Supervise every detail of equipment. Choose your own tools, maps, spares and compass. If you want to get there, never "Let George Do It".

International Air Navigation

(Rule of the Air)

The following is a part of that which has been drawn up for the Convention relating to International Air Navigation by the aeronautic experts of the world.

The word "aircraft" comprises all balloons, whether fixed or free, kites, airships, and flying machines.

The word "balloon," either fixed or free, shall mean an aircraft using gas lighter than air as a means of support, and having no means of propulsion.

The word "airship" shall mean an aircraft using gas lighter than air as a means of support, and having means of propulsion.

The words "flying machine" shall mean all aeroplanes, seaplanes, flying boats, or other aircraft heavier than air, and having means of propulsion.

An airship is deemed to be "under way" within the meaning of these rules when it is not made fast to the ground or any object on land or water.

Flying machines shall always give way to balloons fixed or free and to airships. Air ships shall always give way to balloons, whether fixed or free.

When two motor-driven aircraft are meeting end on or nearly end on each shall alter its course to the right.

When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own right side shall keep out of the way of the other.

An aircraft overtaking any other shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

In following an officially recognized air route every aircraft, when it is safe and practicable, shall keep to the right side of such route.

All aircraft on land or sea about to ascend shall not attempt to "take off" until there is no risk of collision with alighting aircraft.

Every aircraft in a cloud, fog, mist or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances and conditions.

In obeying and construing these rules due regard shall be had to all dangers of navigation and collision to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

The dropping of ballast other than fine sand or water from aircraft in the air is prohibited.

RULES FOR AIR TRAFFIC ON AND IN THE VICINITY OF AERODROMES.

At every aerodrome there shall be a flag hoisted in a prominent position which shall indicate that if an aircraft about to land or to find it necessary to make a circuit, or par circuit, it shall be left-handed (anti-clockwise) or right-handed according to the colour of the flag. A white flag shall indicate a left-handed circuit, i. e., that the flag is kept to the left.

carries the green light of the aircraft, and a red flag shall indicate a left-handed circuit, i.e., that the red flag is kept to the left side or side which carries the red light of the aircraft.

When an aeroplane starts from the aerodrome it shall not turn until 500 meters distance from the nearest point of the aerodrome, and on turning then must conform with the regulations provided in the preceding paragraph.

All aeroplanes flying between 500 and 1,000 meters distance from the nearest point of an aerodrome shall conform to the above mentioned circuit law, unless such aeroplanes are flying at a greater height than 2,000 meters.

Acrobatic landings are prohibited at aerodromes of contracting States used for international aerial traffic. Aircraft are prohibited from engaging in aerial acrobatics within a distance of at least 2,000 meters from the nearest point of such aerodromes.

At every recognised aerodrome the direction of the wind shall be clearly indicated by one or more of the recognised methods, *e. g.*, landing tee, conical streamer, smudge fire, &c.

Every aeroplane when taking off or alighting on a recognised aerodrome used for international air traffic shall do so up-wind, except when the natural conditions of the aerodrome do not permit.

In the case of the aeroplanes approaching aerodromes for the purpose of landing, the aeroplanes flying at the greater height shall be responsible for avoiding the aeroplane at the lower height, and shall on regards landing observe the rules of paragraph 28 for passing.

Aeroplanes showing signals of distress shall be given free way attempting to make a landing on an aerodrome.

Every aerodrome shall be considered to consist of three zones when looking up-wind. The right-hand zone shall be the taking-off zone, immediately taxi into the neutral zone. Similarly an aeroplane when taking-off shall keep as far as possible towards the right of the taking-off zone, but shall keep clear to the left of any aeroplanes which are taking off or about to take off.

No aeroplane shall commence to take off until the preceding aeroplane is clear of the aerodrome.

Nothing in these rules shall exonerate any aircraft, or the owner, pilot or crew thereof, from the consequences of any neglect to carry out lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

Nothing in these rules shall interfere with the operation of any special rule or rules duly made and published relative to navigation of aircraft in the immediate vicinity of any aerodrome or other place, and it shall be obligatory on all owners, pilots, or crews of aircraft to obey such rules.

CERTIFICATES FOR PILOTS OF FLYING MACHINES

(A). PRIVATE PILOT'S FLYING CERTIFICATE

(not valid for purposes of public transport).

1. *Practical Tests:*

In each practical test the candidate must be alone in the flying machine.

(a.) *Test for Altitude and Gliding Flight.* A flight without landing during which the pilot shall remain for at least an hour at a minimum altitude of 2,000 meters above the point of departure. The descent shall finish with a glide, the engines cut off at 1,500 meters above the landing ground. The landing shall be made without re-starting the engine and within 150 meters or less of a point fixed beforehand by the official examiners of the test.

(b.) *Tests of Skill.* A flight without landing around two posts (or buoys) situated 500 meters apart making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 200 meters above the ground (or water) without touching the ground (or water). The landing shall be effected by:

(i.) Finally shutting off the engine or engines at least when the aircraft touches the ground (or water).

(ii.) Finally stopping the flying machine within a distance of 50 meters from a point fixed by the candidate before starting.

2. *Special Requirements:*

Knowledge of rules as to Lights and Signals, and Rules of the Air. Rules for Air Traffic on and in the Vicinity of Aerodromes. A practical knowledge of international air legislation.

(B.) PILOT'S CERTIFICATE FOR FLYING MACHINES FOR PURPOSES OF PUBLIC TRANSPORT.

1. *Practical Tests:*

In each practical test the candidate must be alone in the flying machine.

(a.) The tests for altitude and gliding flight and for skill are the same as those required for a private pilot's flying certificate. Candidates already in possession of the latter certificate are not required to pass these tests again.

(b.) Test of endurance consisting of a cross-country or overseas flight of at least 300 kilometers, after which the final landing shall be made at the point of departure. This flight shall be made in the same flying machine within eight hours. It shall include two obligatory landings (during which the machine must come to rest), which shall not be at the point of departure, but which shall be fixed by the judges.

At the time of departure the candidate shall be informed of his course and furnished with the appropriate map. The judges will decide whether the course has been correctly followed.

(c.) *Night Flight.* A thirty minutes' flight made between two hours after sunset and two hours before sunrise, at a height of at least 500 meters.

2. *Technical Examination.*

After satisfactory practical tests have been passed, candidate: will, when summoned, submit themselves to examination on—

(a.) *Flying Machines:*

Theoretical knowledge of the resistance of the air as concerns its effects on wings and tail planes, rudders, elevators, and propellers; functions of the different parts of the machine and of their controls

Practical tests on riggings.

(b.) Engines:

General knowledge of internal combustion engines, including functions of the various parts; a general knowledge of the construction, assembling, adjustment, and characteristics of aero-engines.

Causes of the faulty running of engines and of breakdown.

Practical tests in running repairs.

(c.) Special Requirements:

Knowledge of Rules as to Lights and Signals and Rules of the Air, and Rules for Air Traffic on and in the Vicinity of Aerodrome.

Practical knowledge of the special conditions of air traffic and of international air legislation

Map reading, orientation, location of position, elementary meteorology.

The practical tests shall be carried out within a maximum period of one month.

They may be carried out in any order, and each may be attempted twice. They shall be witnessed by properly accredited examiners, who will forward the official reports to the proper authorities.

The official reports will give the different incidents, especially those of landings. The candidates shall furnish before each test proper identity forms.

A barograph shall be carried on all practical tests, and the graph, signed by the examiners, shall be attached to their report.

Pilots who hold the military pilot's certificate shall be entitled to the private pilot's flying certificate, but, in order to obtain the pilot's flying certificate for purposes of Public Transport it will be necessary to pass the technical conditions for navigation as required by B (2) (c.).

MEDICAL CERTIFICATES.

International Medical Requirements for Air Navigation.

1. Every candidate before obtaining a licence as a pilot, navigator or engineer of aircraft engaged in public transport will present himself for examination by specially qualified medical men (flight surgeons), appointed by or acting under the authority of the contracting State.

2. Medical supervision, both for the selection and the maintenance of efficiency, shall be based upon the following requirements of mental and physical fitness:—

(a.) Good family and personal history, with particular reference to nervous stability. Absence of any mental, moral or physical defect which will interfere with flying efficiency.

(b.) The minimum age for pilots and navigators engaged in public transport shall be nineteen (19) years.

(c.) *General Surgical Examination.* The aeronaut must neither suffer from any wound, injury or operation nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.

(d.) *General Medical Examination.* The aeronaut must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lungs, kidneys and nervous system capable of withstanding the effects of altitude and also the effects of prolonged flight.

(e.) *Eye Examination.* The aeronaut must possess a degree of visual acuity compatible with the efficient performance of his duties. No pilot or navigator shall have more than two (2) dioptries of latent hypermetropia; muscle balance must be good and commensurate with the refraction. He must have a good field of vision in each eye and must possess normal colour perception.

(f.) *Ear Examination.* The middle ear must be healthy. The aeronaut must possess a degree of auditory acuity compatible with the efficient performance of his duties.

(g.) The vestibular mechanism must be intact and neither unduly hypersensitive or hyposensitive.

(h.) *Nose and Throat Examination.* The aeronaut must possess free nasal air entry on either side and not suffer from serious acute or chronic affections of the upper respiratory tract.

3. Each contracting State shall for the present fix its own methods of examination until the detail of tests and the minimal standard of requirements have been finally settled by the authorized medical representatives of the International Commission for Air Navigation.

4. The successful candidate will receive a medical certificate of acceptance, which must be produced before the license can be issued.

5. In order to insure the maintenance of efficiency, every aeronaut shall be re-examined periodically, at least every six months, and the findings shall be attached to his original record. In case of illness or accident also, an aeronaut shall be re-examined and pronounced fit before resuming air duties. The date and result of each re-examination shall be recorded on the aeronaut's flying certificate.

6. No aeronaut who, before the date of the present Convention, has given proof of his flying ability, shall, so long as he retains such ability, be necessarily disqualified because he fails to fulfil all of the above requirements.

7. Each contracting State may raise the conditions set forth above, as it deems fit, but these minimal requirements shall be maintained internationally.

LOG BOOKS

JOURNEY LOG

This shall be kept for all aircraft and shall contain the following particulars:—

(a) Category to which the aircraft belongs: its nationality and registration marks; the full name, nationality and residence of the owner; name of maker and the carrying capacity of the aircraft.

(b) In addition for each journey—

(i) The names, nationality and residence of each of the members of the crew.

(ii) The place, date, and hour of departure, the route followed, and all incidents on route including landings.

This is obligatory only in the case of aircraft carrying passengers or goods for hire, and shall contain the following particulars:—

(a) Category to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; name of maker and the carrying capacity of the aircraft.

(b) Type and series number of engine; type of propeller shewing number, pitch, diameter and maker's name.

(c) Type of wireless apparatus fitted.

(d) Table shewing the necessary rigging data for the information of persons in charge of the aircraft and of its maintenance.

(e) A fully detailed engineering record of the life of the aircraft, including all acceptance tests, overhauls, replacements, repairs and all work of a like nature.

ENGINE LOG

This is obligatory only in the case of engines installed in aircraft carrying passengers or goods for hire, and in such cases a separate log book shall be kept for each engine and shall always accompany the engine. It shall contain the following particulars:

(a) Type of engine, series number, maker's name, power, normal maximum revolutions of engine, date of production and first date put into service.

(b) Registration mark and type of aircraft in which the engine has been installed.

(c) A fully detailed engineering record of the life of the engine, including all acceptance tests, hours run, overhauls, replacements, repairs, and all work of a like nature.

SIGNAL LOG

This is obligatory only in the case of aircraft carrying passengers or goods for hire, and shall contain the following particulars:—

(a) Category to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner.

(c) Name or other indication of the person or station to whom a signal is sent or from whom a signal is received.

INSTRUCTIONS FOR USE OF LOG BOOKS

(a) The constructor shall fill in and sign the original entries in the log books, as far as he is in a position to do so. Subsequent entries shall be made and signed by the pilot or other competent person.

(b) A copy of the certificate of airworthiness shall be kept in the pocket of the aircraft log book.

(c) All entries to be in ink, except in the case of journey and signal log books; the entries for these may be made in pencil in a rough note book, but shall be entered in ink in the log book every 24 hours. In the event of any official investigation the rough note book may be called for.

(d) No erasures shall be made in, nor pages torn from, any log book.

(e) A copy of these instructions shall be inserted in each log book.

General Rules to be Observed at all U. S. Flying Fields

(These should be observed by all Civilian Aviation)

During the rush of war the rules of flying pertaining to the aviation activities were left entirely to the Commanding Officer of each and every Air Service Station. This resulted in such a state that pilots flying under the rules of one field found themselves breaking all of the rules of the field when entering another station. For this reason and for the sake of standardization of flying fields, general rules which pertain and apply to all Air Service activities have been compiled. They contain only general rules in regard to hangars, machines, ground rules and rules of the air, and hold true in all Air Service Stations. It is understood that each field will have special rules peculiar to its own locality. The general rules are as follows: These rules also apply to civilian pilots who may be using a flying field under the permission of the Air Service.

Hangars

1. Smoking is prohibited in any hangar or within 25 feet of any machine or gasoline container. Notice to this effect to be posted in the hangar.
2. Landing or taking off must not be over hangars.
3. Visitors will not be allowed on the flying field or in the vicinity of hangar unless they are accompanied by an officer or enlisted man of the post.
4. Landing near hangar is prohibited.
5. Hangars must be cleared by 50 feet.

Machines

1. The crew chief will personally inspect and see that all safety belts are securely fastened and fit snugly; in case a seat is empty that the safety belt is so fastened as to prohibit it ever becoming entangled in the controls.
2. Instructors and students in flying will not wear a long coat or loose clothing that might become entangled in the controls, nor will loose articles such as waste or rags that might jam the controls be left in the machine.
3. In leaving a machine always head it into the wind and change the propeller to a horizontal position.
4. Unless alone pilots should not attempt to start a motor without assistance. (This is properly a cross-country rule.)
5. Do not take a machine into the air unless you are satisfied it is in perfect condition.
6. Never leave the ground with the motor leaking or running poorly. Never take a machine in the air until you are thoroughly familiar with the working of the throttle, the switch, the gasoline shut-off, the oil pressure, the air release, the air-pump, and all other controls and instruments.
7. If pilot finds anything wrong with the plane he is to report it to his Flight Commander and to no one else.

1. Ambulances to be on flying field during all flying hours with a surgeon and necessary medical detail in attendance. Ambulance should be equipped with all necessary tools, such as wire cutters, axes and fire extinguishers.

2. A landing "T" will be used on flying fields to designate the direction of landing and will govern irrespective of the direction of the wind. As far as practicable this "T" will be kept headed into the wind.

3. Do not turn sharply in taxiing when on starting lines, instead of turning short, have tail lifted around, thus avoiding a turn which might strain the fuselage.

4. Do not taxi closer to 100 feet to another ship unless mechanic has hold of wing.

5. Never get out of machine with motor running until pilot relieving you can reach engine controls.

6. Pilot must clearly inspect machine before taking same into the air. Inspect action of controls.

7. In taxiing to take off position, oblique machine to right or left to make sure that the section of the field you are going to use is clear, and that no other machines are coming in to land directly behind you.

8. Machines in flying into field have preference over those about to leave.

9. It is advisable to carry a good pair of cutting pliers in a position where both passenger and pilot can reach them in case of an accident.

10. Never use glass goggles. No flights should be made without goggles or a helmet. Handkerchiefs should be carried in a handy position in order that goggles may be wiped off.

11. Riding on steps, wings or tails of a machine is forbidden.

12. A fire extinguisher will be carried on each machine.

13. Before leaving ground pilots and passengers will make sure that belts are securely fastened.

14. After coming on a dead line allow motor to idle a few minutes to prevent sudden cooling of motor, thus warping valves.

15. In taking off, look on the ground and in the air behind, in front and to either side.

16. In taking off never start suddenly. Open throttle change and take the first 20 feet slowly, thus avoiding other pilots that are about to take off.

17. In case engine fails on take off, land straight ahead regardless of obstacles.

18. A plane with a dead motor has the right of way in landing.

19. No plane is to taxi faster than a man can walk.

20. Do not forget to close throttle before starting motor.

21. In taxiing hold elevator back, never taxiing with tail end without man holding the wings.

22. Planes will not be taxied abreast. They will follow 100 feet in the rear of the preceding machine.

23. Never run motor so that blast from the propeller will blow on other machines or in the direction of the hangar.

24. Motors will be tried out only in the presence of the Flying Officer.

25. Rules about right of way are for guidance only. Collisions are always avoidable. There is no right of way. Every pilot must be awake at all times and prevent his machine from getting

ously near another machine.

26. Never turn a machine after landing until you have looked around you and are sure the path is clear.

27. No two cadets shall fly together. Cadet must be accompanied by an instructor when flying dual.

28. No ship will cross the line when motor is running.

Rules of the Air.

1. Speed always means control. Loss of speed means loss of control. If motor starts to miss while getting out of field always nose plane down to gain flying speed before trying any maneuvers. Most crashes are caused by trying to turn close to the ground without sufficient flying speed.

2. After flight has begun if conditions arise that make flying hazardous, land as soon as possible.

3. Do not trust any altitude instruments. Learn to judge altitude, especially on landings. Barometric conditions may change in a cross-country flight, so that even a barometer that is functioning properly may read an incorrect altitude. Moreover, the altitude of the landing place may be different from that of the starting point.

4. An officer in charge of flying will prescribe whatever rules are necessary and advisable to cover such lines of traffic as are necessary to eliminate the possibility of accidents when machines are coming into and taking off from the home field.

5. In all maneuvers where altitude is lost rapidly, be sure that no machines are under you.

6. If other machines precede you in starting, allow them to gain a sufficient distance before following. Do not follow in trace; propeller wash will thus be avoided.

7. In passing a machine going in the same direction, have an interval of at least 200 yards.

8. In passing over or under another machine, interval must be at least 200 yards.

9. Machine approaching head-on pass to the right at an interval of at least 200 yards.

10. Before beginning a glide see that no machines are under you. Those flying beneath you have preference.

11. If you see another machine, get out of its way. Do not depend upon the other pilot having seen you.

12. At all times keep machine in such position, in reference to suitable ground, that a landing can be effected at any time.

13. Do not cut across bows of other machines when making your first turn.

14. No vertical banks, steep climbing turns or zooming will be done under 300 feet.

15. All acrobacy such as loops, wingovers, eights, rolls, half-rolls and spins must be completed at not less than 1,500 feet.

16. All instruction in forced landing is to be done with the instructor in the machine.

17. Come out of steep side-slips and spirals at not less than 300 feet.

18. At no time will "hedge-hopping" be tolerated.

19. No machine will take off until the officer in charge has been notified of proposed air route to be followed, the purpose of a flight and the names of both pilot and passenger.

forced landings or to assist another pilot whose machine has been wrecked. All such landings off home field will be reported immediately upon return to the officer in charge of flying.

21. No pilot will fly over a city or town without sufficient altitude to reach a landing place.

22. All pilots going out for acrobatics will be assigned to sectors far enough from the field so that they will not interfere with the regular traffic.

23. No acrobatics will be indulged in without the permission of the officer in charge of flying.

24. Whenever possible, landings and take offs will be directly into the wind.

25. There will be a trouble-shooter on the field at all times when flying is going on.

26. No spins on back or tail slides will be indulged in as they put unnecessary strain on the machine.

27. All machines will land in a straight glide from 500 feet.

28. No acrobatics at any time will be done over the field.

29. To go off the ground in a side wind, be sure to allow the machine to have flying speed before attempting to arise then turn slightly into the wind, gain a safe altitude and then level out before attempting to turn and go with the wind.

30. If machine slides in, use more rudder or take off some of your bank or combine both.

31. If flying against the wind and you wish to turn and fly with the wind, do not make a sharp turn close to the ground.

32. In gliding for a landing, if gliding flat at a high altitude, increase the angle of the glide and store up speed when approaching the ground. If gliding flat and you wish to make a turn, increase the angle of glide and allow the machine to pick up speed, then make the turn. Glide steep rather than flat. Increase glide for a turn.

33. Motors have been known to stop during a long glide on account of running same throttled down too low. If pilot wishes the use of motor for landing, open throttle at intervals during the glide.

34. In coming down with excess speed, level out and allow machines to skim along close to ground. Do not attempt to force machine on ground with more than flying speed; the result is bouncing and ricocheting.



CITIES**ALABAMA STATE AVIATION FACILITIES**

Birmingham-----Dixie Flying Corporation & Agency
Birmingham-----Fair Grounds Field, 4 mo. S. W. Fair.
Brewton-----Emergency Fields around
Mobile-----Emergency Field, 1,825 x 850', 2½ mi. S. W.
Florence-----Emergency Fields
Montgomery-----Johnson-Curtiss Agency, School and supplies, etc.
Montgomery-----Johnson-Curtiss Field (Taylor Field) Hangars
Montgomery-----Taylor Field, Govn. Storage, 18 mi. S. E., Hangars
Montgomery-----Wright Field, Govn. Repair Depot, 4 mi. N. W.,
Hangars and supplies, etc.
Montgomery-----Municipal Field, 4 mi. from city
Phoenix-----Emergency Field, within gliding distance

CITIES**ARIZONA STATE AVIATION FACILITIES**

Douglass-----Douglass Aerodrome, U. S. Border Patrol, Hangars, etc.
Douglass-----Douglass Parade Grounds
Kingman-----Emergency Field
Maricopa-----Emergency Field, West of town
Phoenix-----Emergency Field, State Fair Grounds
Tucson-----Good Field, 1 x ½ mile, marked "T", 1 mile north
Yermo-----Border Control Station, South of town, Hangars, etc.

Please note new fields and mail to editor.

CITIES**ARKANSAS STATE AVIATION FACILITIES**

Arkadelphia-----Emergency Field, 40 acres of meadow
Batesville-----Emergency Field
Berryville-----Emergency Field
Buffalo Creek-----Emergency Field
Danville-----Emergency Field
Fayetteville-----Emergency Field, Race Track
Fort Smith-----160 acres C. C. Golf Course, good service
Harrison-----Emergency Field, Race Track
Helena-----Emergency Field
Hope-----Emergency Field, C. C. Golf Links
Hot Springs-----Emergency Field, C. C. Golf Links
Jonesboro-----50 acres good for permanent field
Little Rock-----Govn. Supply Depot and Field, Hangars, etc.
Lonoke-----Govn. Temp. Storage. Eberts Field, Hangars, etc.
Marked Tree-----Emergency Field, 345 x 900'
New Boston-----Emergency Field
Prescott-----Emergency Field
Stuttgart-----Emergency Field
Texarkana-----Emergency Field, Country Club
Wynne-----Emergency Field, 40 acres, 320 x 645'

Please note new fields and mail to editor.

Alameda	Emergency Field, 3,000' x 3,000', dangerous
Arcadia	Govn. Ross Field, Balloon School, Hangars and supplies
Bakersfield	Emergency Field, 1,200 x 600'
Bay Point	Emergency Field, 400 x 100'
Beaumont	Emergency Field, 400 x 100'
Berkley	Emergency Field, good, 10 acres
Berkley (west)	Hall-Scott Motor Car Co., L 6 airplane engines
Bloomington	Emergency Field, 2,000 x 2,000'
Brawley	Emergency Field
Calipatria	Calipatria Field, 800 x 1,000'
Camp Kearny	Good Field on Parade Ground
Chino	Emergency Field, 900 x 1,800'
Colusa	Emergency Field, 800 x 2,000'
Corona	Emergency Field, 500 x 1,500'
Cottonwood	Emergency Field
Daggett	Emergency Field, 500 x 700'
Dominegoni	Emergency Field, 1,500 x 2,500'
El Centro	Emergency Field
Eureka	Emergency Field, Humboldt Aero Club
Fallbrook	Emergency Field, 300 x 900'
Fresno	Emergency Field, 600 x 1,500'
Gridley	Emergency Field, small, 1 mile west, Land from north
Hemet	Emergency Field, 1,000 x 500'
Hollywood	Mercury Av. Company Field, School and Supplies
Hollister	Emergency Field, 1,500 x 3,000'
Hollywood	DeMille Av. Company Field, School and supplies
Lancaster	Good field, 1,200 x 700'
Long Beach	Emergency Field
Los Angeles	Aero Club of Calif., Good field, Govn. Supply Depot
Los Angeles	Chaplin Air. Corp., Land and Water machines
Los Angeles	Aeronautical Society of Calif.
Los Gatos	Emergency Field, Fairly good
Marysville	Emergency field, 1,800 x 6,000'
Merced	Emergency Field, 1,500 x 2,000'
Modesto	Emergency Field, 2,000 x 1,500'
Mojave	Emergency Field, 1,000 x 600'
Nevada City	Emergency Field, Large, 3 mi. from town
Newman	Emerg. Field, 4000 x 1000', Canal
Oakland	Union Gas Engine Co.
Oakland	Aero Club of Blackstone Hill
Orville	Emergency field, marked circle, 4 miles to south
Palmdale	Emergency field
Palo Alto	Emergency field, fairly good
Pasadena	Emergency field, 800 x 1500' and Altadena C. C. Emerg.
Porterville	Wilko Mentz field, good and supplies furnished
Red Bluff	Emergency field
Redding	Emergency field, 3000 x 500'
Riverside	Government field, March Field, good
Sacramento	Government field, Mather Field Trans-Cont. Race stop
Sacramento	Sacramento Av. School and Passenger Company
San Bernardino	Emerg. field, 100 x 1500'
San Diego	Government field, Rockwell Field, good
San Diego	Aero Club of San Diego
San Fernando	Emergency field, 2000 x 2200'

San Francisco.....Presidio field, Government supplies, Trans-Cont.
 San Francisco.....Race stop
 San Francisco.....Marine Exposition Grounds (Ft. Mason), Emerg.
 San Francisco.....Air Pilots Clubs, Pacific Aero Club
 San Francisco.....Cooper Airplane and Tire Co., Curtiss supplies, etc.
 San Jose.....Field No. 1 mi. sq., good; Field No. 2, small
 San Leandro.....Emergency field, Fairly good
 San Mateo.....Emergency field, Fairly good
 San Pedro.....Chaplin Air Corp. to Santa Catalina, seaplanes and
 supplies
 Santa Ana.....Emergency field, to south, good
 Santa Barbara.....Loughead Aircraft Mfg. Co.
 Santa Clara.....Emergency field, Fairly good
 Spadra.....Emergency Field, 800 x 3000'
 Stockton.....Ponds field, 1500 x 500', Race track
 Temecula.....Emergency field, 1500 x 1000'
 Venice.....Emergency field, 400 x 1200'
 Visalia.....Emergency field, to N. W.
 Woodlawn.....Emergency field, 6000 x 3600'

CITIES

COLORADO STATE AVIATION FACILITIES

Aguilar.....Emergency Field
 Aspin.....N. A. Air Service Assn., Good Field
 Buena Vista.....N. A. Air Service Assn., Good Field
 Burlington.....N. A. Air Service Assn., Good Field
 Colorado Springs.....Emergency Field
 Denver.....Aero Club of Colorado
 Denver.....Chesman City Park Race Track, Emergency
 Denver.....Aerial Transportation Co. of Denver
 Denver.....Curtiss-Humphreys Airplane, good field and supplies, etc.
 Flagler.....N. A. Air Service Assn., Good Field
 Glenwood Springs.....N. A. Air Service Assn., Good Field
 Grand Junction.....N. A. Air Service Assn., Good Field
 Limon.....N. A. Air Service Assn., Good Field
 Pueblo.....Emergency Field
 Red Cliff.....N. A. Air Service Assn., Good Field
 Red Wood.....Flying field and school, Good Field, Supplies, etc.
 Salida.....N. A. Air Service Assn., Good Field
 Trinidad.....Emergency Field

CITIES

CONNECTICUT STATE AVIATION FACILITIES

Ansonia.....Emergency Field
 Bridgeport.....Aero Club of Connecticut
 Hartford.....Aero Club of Hartford
 Hartford.....Goodwin Park Emergency Field, 300' x 600'
 Middletown.....Conn. Ind. School Emergency Field, 500' x 600'
 New Haven.....Conn. Aircraft Corp., Naval Air Factory
 New Haven.....Yale University Aero Club
 New Haven.....Hydroaeroplane Club of New Haven
 New London.....Mitchell Field Emergency Field, near ball field
 Pawcatuck.....Emergency Field, avoid gravity boulders
 Plainville.....Emergency Field, 400' x 1200'
 Rockville.....Collegiate Balloon School, Inc.

Middletown	Drayton Field, 2200' x 900'
Wilmington	Aero Club of Delaware

CITIES DISTRICT OF COLUMBIA AVIATION FACILITIES

Anacostia	Bolling Field, hangars and supplies, etc.
Arlington	Emergency Field, passenger carrying
Washington	Aero Club of Washington, D. C.
Washington	Government Supply Depot

CITIES FLORIDA STATE AVIATION FACILITIES

Arcadia	Government Carlstrom Field
Arcadia	Government Dorr. Field
Avon Park	Emergency Field
Bonifay	Emergency Field, 600' x 900'
Bradentown	Emergency Field
Daytonia	Daytonia Flying Club, school and supplies
Daytonia	Municipal Field, under consideration
De Funiak Springs	Emergency Field, 825' x 825'
De Land	Emergency College Arm G. C., 200' x 1000'
Eustia	Emergency Field
Fort Meade	Emergency Field
Fort Meyer	Emergency Field, Land and Water Service Station
Fort Pierce	Emergency Field
Gainesville	Oval Field, 5 sq. mi.
Gladescrest	Emergency Field
Glendale	Emergency Field
Immokalee	Emergency Field
Jacksonville	Emergency Field, Camp Jackson Rifle Range
Key West	Naval Air Station, seaplanes only
Kissimmee	Emergency Field, L-shaped, 1350' x 850'
Lake City	Emergency Field, 1800' x 300'
Lakeland	Inter-City Air Line Corp., Hangar, School and Service
Live Oak	Emergency Field, 1150' x 1000', L-shaped
Marrianna	Emergency Field, 1350' x 1350'
Miami	Chapman Field, government and marine field
Miami	Curtiss Co. Field, school and service station
Moorehaven	Emergency Field
North Labelle	Emergency Field
Ocala	Emergency Field
Oceechobee	Emergency Field
Orlando	Orlando Air Service Co. and School
Palm Beach	Trans-Oceanic Co., flying boat station and supplies
Pensacola	Emergency Field, Blimp School and Naval Air Station
St. Augustine	Emergency Field
Sanford	Emergency Field
Sarasota	Emergency Field
Tallahassee	Emergency Field, 1200' x 500' east, marked T, supplies

CITIES**GEORGIA STATE AVIATION FACILITIES**

Albany	-----	Curtiss Field, emergency, triangle shaped
Americus	-----	Souther Field and government supply depot
Ashburn	-----	Emergency Field
Athens	-----	Emergency Field, Rolfe-Epps Flying Co. School
Atlanta	-----	Candler Field C. Club and municipal field
Augusta	-----	Camp Hancock Parade Ground, very good
Blakely	-----	Emergency Field, 250' x 150'
Brunswick	-----	U. S. Naval Air Station, seaplanes only
Columbus	-----	Emergency Field, race track
Cordele	-----	Emergency Field
Dawson	-----	Emergency Field
Ellaville	-----	Emergency Field, 1200' x 1200'
Fitzgerald	-----	Emergency Field, 1500' x 900'
Fort Valley	-----	Emergency Field
Griffin	-----	Emergency Field, 1200' x 750'
Hawkinville	-----	Emergency Field, 1200' x 750'
McRae	-----	Emergency Field
Macon	-----	Camp Wheeler Parade Ground, municipal field
Macon	-----	Good field in race track southwest of city
Marshallville	-----	Emergency Field, 600' x 1200'
Millidgeville	-----	Emergency Field, 450' x 1500', golf course
Montezuma	-----	Emergency Field, 1200' x 1500', Curtiss Field
Moultrie	-----	Emergency Field, 1800' x 750', golf course
Oglethorpe	-----	Emergency Field, 1200' x 900'
Omaha	-----	Emergency Field
Plains	-----	Emergency Field, 450' x 1200'
Richland	-----	Emergency Field
Rome	-----	Emergency Field
Savannah	-----	Emergency Field, 470' x 1200', Daffih Park
Shellman	-----	Emergency Field, 1200' x 750'
Sugar Valley	-----	Emergency Field, 900' x 700'
Sylvester	-----	Emergency Field, 470' x 1200'
Thomaston	-----	Emergency Field, 900' x 600'
Tifton	-----	Emergency Field, 300' x 900'
Valdosta	-----	Emergency Field, 300' x 900', race track
Waycross	-----	Emergency Field, 100' x 500', municipal field

CITIES**IDAHO STATE AVIATION FACILITIES**

Athol	-----	Good fields east and west of town
Belmont	-----	Good fields east and west of town
Cœur d'Alene	-----	Good fields east and west of town, municipal
Corbin	-----	Good fields east and west of town, 160 acres
Garwood	-----	Good fields east and west of town
Greenacres	-----	Good fields east and west of town
Hauser	-----	Good fields east and west of town
Hope	-----	No field; field half-way to Sandpoint, north of lake
Lewiston	-----	Emergency Field
Opportunity	-----	Good fields
Parkwater	-----	Good fields
Moscow	-----	Emergency Field, 2500' x 5000'
Rathdrum	-----	Good fields east and west of town
Twin Lakes	-----	Good fields east and west of town

on	Emergency Field, 1500' x 1800'
	Emergency Field, 900' x 400'
	Emergency Field, 5280' x 300'
rn	Illinois Aero Club Field, hangars and supplies
	Emergency Field, 1200' x 600'
	Emergency Field, 5280' x 6240'
neyer	Emergency Field, large
lle	Scott Field, government temp., storage and supplies
are	Emergency Field, 80 acres
ville	Emergency Field, 80 acres, poor farm
ngton	Emergency Field, Country Club grounds
	Emergency Field, ½ mi. race track
stown	Emergency Field, 1200' x 900'
ry	Emergency Field, 500' x 2500'
sville	Emergency Field, 1100' x 1300'
e	Emergency Field, 1200' x 400'
lton	Emergency Field, 1200' x 600'
'sville	Emergency Field, 600' x 1200', Dr. Farrill Field
	Emergency Field, 1300' x 1300'
Point	Emergency Field
lia	Emergency Field, 500' x 1800'
	Emergency Field, Country Club grounds
	Emergency Field, 2640' x 1320'
worth	Emergency Field, Haberborn Farm
	Aero Club of Chicago; club rooms, Clark St.
	Aero Club of Illinois; club rooms, 430 S. Michigan Ave.
	Grant Park Lake Front, 60 acres, mail hangars
	Jackson Park, Emergency Field
	Curtiss Aero & Motor Corp., Machines, Supplies & School
	James Levy Aircraft Co., agency and supplies
ro	United Aircraft Engineering Corp., agency and supplies
n	Emergency Field, 1500' x 1200'
t	Emergency Field, 1200' x 1200'
inville	Emergency Field
lle	Emergency Field, Old Soldiers Home
ir	Emergency Field
an	Ross Field, 1800' x 1800'
son	Emergency Field, 60 acres
	Emergency Field, 1000' x 1000'
	Emergency Field, 1500' x 1500'
in	Emergency Field
iam	Emergency Field, 1200' x 1600'
	Emergency Field, 100' x 1200', Hornbeck Farm
ood	Emergency Field
eld	Emergency Field, 1600' x 1600'
n	Emergency Field, 50 acre square
t Park	Air Mail Field, hangar, Checkerboard Co. Field
urg	Emergency Field, 1800' x 900'
urg	Emergency Field, ½ mi. track, driving park
urg	Emergency Field, Schilo Farm, Bar Country Club
urg	Wright-Allensworth Field, supply agency

Giraud	Emergency Field, 200' x 1200'
Goreville	Emergency Field
Greenup	Emergency Field
Greenville	Emergency Field, 1300' x 1300'
Harvel	Emergency Field
Havana	Emergency Field, 2500' x 1500'
Hettick	Emergency Field, 1300' x 1300'
Highland	Emergency Field, 1200' x 1000'
Hinkley	Emergency Field
Jerseyville	Emergency Field, 1800' x 2200'
Joliet	Emergency Field
Kankakee	Emergency Field, 2000' x 2000', State Insane Asylum
Keenes	Emergency Field
Kempton	Emergency Field, 700' x 500'
La Salle	Emergency Field, 800' x 400'
Le Harpe	Emergency Field, 1400' x 1400'
Le Roy	Emergency Field, 2000' x 2000'
Lincoln	Emergency Field, 1300' x 1300'
Litchfield	Emergency Field, 1300' x 2000'
Lora	Emergency Field
La Comb	Emergency Field, 600' x 800'
Malta	Emergency Field, 1200' x 1200'
Marshall	Emergency Field, 40 acres
Mascoutah	Emergency Field, 2000' x 2000'
Maywood	Emergency Field
Mattoon	Emergency Field
Mendota	Emergency Field, 1500' x 1500'
Meredosia	Emergency Field, 1300' x 300'
Metropolis	Emergency Field
Monmouth	Emergency Field, 80 acres near Country Club
Monticello	Emergency Field, 1000' x 1000'
Montrose	Emergency Field
Morris	Emergency Field, 800' x 100', baseball park
Morrisonville	Emergency Field, 2000' x 2000'
Mount Olive	Emergency Field
Mount Sterling	Emergency Field, 1500' x 1500', Fair Grounds
Mount Vernon	Emergency Field
Murphysboro	Emergency Field, 2500' x 1600'
New Baden	Emergency Field, 1300' x 1300'
New Memphis	Emergency Field, 1300' x 1300'
Newton	Emergency Field, 500' x 750'
Odin	Emergency Field, 1320' x 1320'
Odon	Emergency Field, 350' x 200'
Fallon	Emergency Field, 2000' x 1000'
Olney	Emergency Field
Ottawa	Emergency Field, 800' x 800'
Pana	Emergency Field, 1300' x 1300'
Peoria	Aero Club of Peoria, Ill.
Peoria	Emergency Field, Peoria Driving Park, 1 mi. oval
Peoria	Emergency Field, 3960' long, Fair Grounds
Percy	Emergency Field, 1500' x 900', alfalfa field
Perron	Emergency Field, 1500' x 400'
Pinkneyville	Emergency Field, 1500' x 800'
Pontiac	Emergency Field, 1800' x 1800', Poor Farm
Princeton	Emergency Field, 1800' x 1800'
Ramsey	Emergency Field, 2000' x 1200'
Rantoul	Chantue Field, temp. storage

Rock Island	Trans-Continental Race Control Field, 6 mi. N. E.
Rood House	Emergency Field, 1200' x 1200'
Roseville	Emergency Field, 1500' x 1500'
Sadorus	Emergency Field, 300' x 900'
St. Elmo	Emergency Field, 2500' x 1000'
St. Jacob	Emergency Field, 1200' x 600'
Salem	Emergency Field, 1800' x 1200'
Sandoval	Emergency Field, 3000' x 3000'
Shelbyville	Emergency Field, 1500' x 1600'
Shumway	Emergency Field
Sparta	Emergency Field, Fair Grounds
Springfield	Emergency Field, mile track, Fair Grounds
Staunton	Emergency Field
Streator	Emergency Field, 300' x 300', C. C. golf course
Sullivan	Emergency Field, 1800' x 1800', County Poor Farm
Sumner	Emergency Field
Swanwick	Emergency Field
Tallula	Emergency Field, 2000' x 2000'
Talarosa	Emergency Field, 1000' x 1400'
Trenton	Emergency Field, 1500' x 1000'
Troy	Emergency Field
Urbana	Emergency Field
Vandalia	Emergency Field, 1300' x 1300'
Wagoner	Emergency Field, 1800' x 1800'
Watseka	Emergency Field, 3500' x 2000'
Waukegan	Curtiss Aero & Motor Corp., Machines, Supplies, Service and School
Waukegan	Emergency Field, mile south of town, good field
Wedron	Emergency Field
Wheaton	Emergency Field, 40 acre square
Winchester	Emergency Field, 900' x 600'
Woodlawn	Emergency Field

Please note new fields and mail to editor.

CITIES**INDIANA STATE AVIATION FACILITIES**

Attica	Emergency Field, 1800' x 1800'
Boswell	Emergency Field, 800' x 900'
Brazil	Emergency Field
Butler	Emergency Field, 875' x 900'
Effingham	Emergency Field
Evansville	Evansville Aero Club
Evansville	Graham Bros. Field, Curtiss Agency and supplies
Fort Wayne	Emergency Field, 70 acres proposed municipal field
Indianapolis	Aero Club of Indiana
Indianapolis	Speedway Field, Government Supply Depot, and supplies
Indianapolis	Multi-X Aircraft and Motor Co.
Ireland	Emergency Field, 1200' x 600'
Knox	Emergency Field, 1800' x 1800', Schelling Farm
Kokomo	Kokomo Av. Co. Field, 3960' x 2640', Curtiss Agency, Suppl.
Robinson	Emergency Field, 600' x 600'
Lafayette	Aero Club of Purdue University
Lafayette	Emergency Field
Laporte	Emergency Field, Fair Grounds
Logansport	Emergency Field, 450' x 750'
Loogootee	Emergency Field, 750' x 900'
Marion	Emergency Field, Indiana Air. Co.
Mount Vernon	Emergency Field
New Castle	Rose City Co. Field, 1750' x 1200'
New Harmony	Emergency Field, 750' x 450'
New Richmond	Emergency Field, 1200' x 3000'
Petersburg	Emergency Field, 300' x 900'
South Bend	Aero Club of Notre Dame
South Bend	Emergency Field, meadow at Notre Dame Univ.
Spencer	Emergency Field
Sullivan	Emergency Field, 7500' x 1200'
Terre Haute	Aero Club of Indiana
Terre Haute	Emergency Field, 1600' x 800'
Vincennes	Emergency Field
Wabash	50 acre field
Wabash	Service Aviation Training & Transportation Co.
Washington	Emergency Field

CITIES**IOWA STATE AVIATION FACILITIES**

Atlantic	Emergency Field, 900' x 1500'
Bettendorf	Emergency Field, Briely Flying School, and supplies
Blairsburg	Emergency Field, 40 acres
Bonaparte	Emergency Field, 600' x 600'
Clarion	Emergency Field, 20 acres
Davenport	Emergency Field, mile track, oval, good
Des Moines	Aero Club of Iowa
Des Moines	Herring Co. Field, control stop, 7 mi. northwest
Donnelson	Emergency Field, race track
Dow City	Emergency Field
Oskaloosa	Emergency Field, 1200' x 900'
Pella	Emergency Field, 900' x 600'
Rockwell City	Emergency Field, 20 acres
Sac City	Emergency Field, 1200' x 600'
Sioux City	Emergency Field
Sioux City	Sioux City Flying Club
Waterloo	Emergency Field

Abilene	Emergency Field
Arkansas City	Emergency Field
Belleville	Emergency Field, 600' x 1500', oval
Cottonwood Falls	Emergency Field, 1300' x 1300'
Dodge City	Emergency Field, 1300' x 1300'
Emporia	Emergency Field
Fort Leavenworth	Emergency Field
Fort Riley	Emergency Field, Camp Funston, government
Fredonia	Emergency Field, Fair Grounds
Goodland	Emergency Field, 2400' x 2400'
Hiawatha	Emergency Field, 700' x 100', ½ mi. track
Iola	Emergency Field, 1700' x 1400'
Kensington	Emergency Field, good
Leavenworth	Emergency Field, 2000' x 2000'
Lincoln	Emergency Field, 1300' x 1300'
McPherson	Darrow Field, 1500' x 500', good
Mankato	Emergency Field, 2500' x 1800', L-shaped, good
Marysville	Emergency Field, 1700' x 850', L-shaped, good
Norton	Emergency Field, 1400' x 1400'
Olathe	Emergency Field, Polo Grounds
Overland	Aero Club of Kansas State
Parsons	Emergency Field
Phillipsburg	Emergency Field, 1000' x 1300'
Scott City	Emergency Field, 1000' x 2000'
Seneca	Emergency Field, 600' x 1500'
Smith Center	Emergency Field, 1700' x 1100'
Topeka	Aero Club of Topeka
Topeka	Emergency Field, 2600' x 1700', good
Washington	Emergency Field, 1320' x 1000'
Wichita	Aero Club
Wichita	Strattford Field, 2400' x 1200', good

CITIES

KENTUCKY STATE AVIATION FACILITIES

Corydon	Emergency Field
Georgetown	Emergency Field
Louisville	Kentucky Aeroplane & Supply Co. Field, 2 mi. east
Louisville	Emergency Field, 1500' x 400'
Midway	Emergency Field
Morganfield	Emergency Field
Paducah	Emergency Field
3tithton	Godman Field, government, Camp Knox
Wingo	Emergency Field

CITIES**LOUISIANA STATE AVIATION FACILITIES**

Baton Rouge ----- 1200' sq., marked +, So. Stan. Oil Co.
Cromley ----- Emergency Field
Eunice ----- Emergency Field, ½ mi. east and south of railroad
Jennings ----- Emergency Field, northeast of city
Lake Charles ----- Gersner Field, gov. temp. storage, 15 mi. southeast
Lafayette ----- Emergency Field, west of city
Monroe ----- Emergency Field
New Orleans ----- Aero Club of New Orleans
New Orleans ----- Municipal Field, considered
New Orleans ----- Emergency Field, oval race track
New Orleans ----- Richardson Aircraft Co., supplies, etc.
Shreveport ----- Emergency Field, Fair Ground race track
Tululah ----- Emergency Field

CITIES**MAINE STATE AVIATION FACILITIES**

Augusta ----- Emergency Field, ½ mi. southwest
Lewiston ----- Emergency Field, along river, good
Old Town ----- Bachelder's Field, 500' x 2000'
Portland ----- Emergency Field northwest of town

CITIES**MARYLAND STATE AVIATION FACILITIES**

Aberdeen... Proving Grounds, government, several hangars and marked
Aberdeen... Proving Grounds, 8 mi. southast of railroad bridge over
Susquehanna River
Baltimore ----- American Flying Club of Baltimore
Baltimore ----- American Propeller & Mfg. Co. (Paragon Prop.)
Baltimore ----- Central Auto Co., Curtiss Agency, and supplies, etc.
Baltimore ----- Municipal Field, Clifton Park, 6 mi. from city centre
Baltimore ----- West of large oval reservoir
Camp Meade ----- Emergency Field, golf course
College Park ----- Air Mail Field, 50 acres, 7½ mi. northeast of
Washington, D. C.
College Park Air Mail Field, circle mark, 2 hangars, along B. & O. R.R.
Elk Mill... Emergency Field, 75 acres, 4 mi. north Elkton by B. & O.
Hagerstown... Emergency Field, Bellanca Aircraft (Maryland Pressed
Steel Co.)

Amherst	Aero Club of Amherst
Aston	Aero Club of Massachusetts
Aston	Curtiss Aero & Motor Co. of New England, supplies, etc.
Aston	B. F. Sturtevant Co., airplane engines
Aston	Emergency Field (proposed Boston air port)
Aston	Gillespie Aircraft Corp., Machines and supplies, etc.
Aston	Whittemore-Hamm Co., Machines and supplies, etc.
Oxford	Emergency Field, West Agency
Rockton	Emergency Field, good
Ambridge	Massachusetts Institute of Technology, aviation course
Ambridge	Harvard Aeronautical Society
Hatham	Naval Air Station, seaplanes only
Concord	Model Aero Club
Essex	Emergency Field, race track
Foxboro	Foxboro Instrument Co., airplane instruments
Hamilton	Emergency Field
Marblehead	Curtiss Aero & Motor Corp., school and service station
New Bedford	Emergency Field, 700' x 600', Ft. Redman drill ground
Newburyport	Emergency Field
Wittsfield	Aero Club
Springfield	Emergency Field, 2000' x 2000', McIlwaine Field
Wanton	King Flying Field, 1288' x 774', Municipal
Wooster	Aero Club of Wooster

ITIES

MICHIGAN STATE AVIATION FACILITIES

Adrian	Emergency Field
Albion	Emergency Field, 250' x 400', Finley Field
Almont	Emergency Field, 700' x 700'
Ann Arbor	Emergency Field, 1050' x 750', Univ. of Mich. grounds
Ann Arbor	Aero Society of the University of Michigan
Bad Axe	Emergency Field, Fair Grounds
Battle Creek	Camp Custer, gov., good field, and well marked
Battle Creek	Emergency Field, two good fields
Bay City	Emergency Field, race track
Buchannon	Emergency Field, good
Caro	Emergency Field
Mass City	Emergency Field
Chelsea	Emergency Field, around
Croswell	Emergency Field
Dearborne	Emergency Field, fair
Decatur	Emergency Field
Delhi Mills	Emergency Field, fairly good
Detroit	Aero Club of Michigan
Detroit	Morrow Field, Gov. Supply Depot, 12 hangars, good field
Detroit	Packard Aviation Field, good field and supplies, etc.
Detroit	Tentative municipal field, 5280' x 2640'
Detroit	Thompson Airplane Co., Curtiss Agency, supplies, etc.
Dexter	Emergency Field, fairly good
Howagiac	Emergency Field, good
Int	Emergency Field
Howler	Emergency Field
Howlerville	Emergency Field, Fair Grounds
Lenwood	Emergency Field
Grand Haven	Emergency Field, Spring Lake Country Club
Grand Rapids	Emergency Field, Country Club

Hillsdale	Emergency Field, Fair Grounds, ½ mi. race
Imlay City	Emergency Field, race track, 1½
Jackson	Municipal Field
Jackson	Sparks Field
Lansing	Emergency Field, McPherson Farm, and golf
Lansing	Emergency Field, Michigan Agricultural College
Lansing	Emergency Field, race
Lapeer	Emergency Field, County Farm Hospital, 1500'
Lawton	Emergency Field, few
Manchester	Spaferdy Field, 825'
Mayville	Emergency Field, 660'
Midland	Emergency
Milea	Emergency Field
Mount Clemens	Selfridge Field, government temp.
Mount Pleasant	Emergency Field, ce
Niles	Emergency
Plymouth	Emergency
Pointe aux Barques	Emergency
Redwood City	Emergency
St. Charles	Emergency
Sandusky	Emergency
Standish	Emergency Field, Fair G
Stockbridge	Emergency Field, 300'
Wayne	Emergency Field
Yale	Emergency
Ypsilanti	Emergency Field, 1000' x 1000', Combs

CITIES

MISSISSIPPI STATE AVIATION FACIL

Belzoni	Emergency Field, 300'
Biloxi	Emergency Field, 300'
Canton	Emergency Field, race
Charleston	Emergency Field, 3000'
Clarksdale	Emergency Field, Clark
Corinth	Emergency
Jackson	Emergency Field, Davis Stock Farm
Kosciusko	Emergency
Madison Station	Emergency Field
Meridian	Emergency
Newton	Emergency
Tupelo	Emergency Field, 1500'
Vicksburg	Emergency
West Point	Payne Field, gov. temp. storage, and

Breckenridge	Emergency Field, good
Cannon Junction	Emergency Field, good fields surrounding town
Clare City	Emergency Field, good fields
Crow River	Emergency Fields, several, fairly good large fields
Crookston	Emergency Field, southwest of city, good
Dakota	Emergency Field, good
Dresbach	Emergency Field, small and rough
Duluth	Emergency Field, Superior Country Club golf links, 500' x 975'
Fairmont	Emergency Field, good fields
Fort Snelling	Emergency Field, parade grounds
Golden	Emergency Field, few small rough fields
Graceville	Emergency Field, good fields
Hastings	Emergency Field, fairly good
Lake City	Emergency Field, north and east, near city
Lazy Lake	Emergency Field, few fairly good fields
Maple	Emergency Field, good fields
Mayer	Emergency Field, good fields
Maynard	Emergency Field, good fields
Milan	Emergency Field, good fields
Minneapolis	Aero Club of Minneapolis
Minneapolis	Ashley Aeroplane Co., Agency and Supplies
Minneapolis	Brown Field, School and Service
Minneapolis	Curtiss Northwest Airplane Co. Agency, and supplies
Minneapolis	Security Aircraft Co. Agency and supplies
Minneapolis	Twin Cities Mail Field, 100 acres, 5 mi. to P. O.
Minnesota City	Emergency Field, fairly good
Montevideo	Emergency Field, good fields
New Germany	Good fields
Parker	Emergency Field, few small rough fields
Pine Creek	Emergency Field, small fields
Red Wing	Emergency Field, good field surrounding town
St. Paul	Aero Club of St. Paul
St. Paul	Good field 5 mi. away
Valley	Emergency Field, few small rough fields
Wabasha	Emergency Field, south of city close to road, good
Waconda	Emergency Field, several good fields
Wahehton	Good field
Wayzata	Emergency Field, fairly large and smooth
Wheaton	Emergency Field, good fields
White Rock	Emergency Field, good fields
Willmer	Emergency Field, good fields
Winona	Emergency Field, near town
Winona	Good field 1½ mi. west of river and ¼ mi south of city

CITIES

MISSOURI STATE AVIATION FACILITIES

Bogard	Emergency Field
Booneville	Emergency Field
Bowling Green	Emergency Field, 2600' x 2600'
California	Emergency Field, 1700' x 1700'
Cape Birardeau	Emergency Field, 200' x 600'
Centralia	Emergency Field, 3000' x 2000'
Chaffee	Emergency Field
Chilicothe	Emergency Field, 900' x 1200'
Dexter	Emergency Field, 260' x 1300'
Fayette	Emergency Field, 800' x 400'
Festus	Emergency Field, 2600' x 800'. Burgess Field
Flat River	Columbia Park Field, 1800' x 600', oval
Hamilton	Emergency Field, 1500' x 1500'
Higginsville	Emergency Field, 1800' x 800'
Independence	Emergency Field, 1300' x 1300'
Jefferson City	Emergency Field
Jonesboro	Emergency Field, 1300' x 1300'
Kansas City	Aero Club
Kansas City	Hiatt Motor Co., Curtiss Agency, and supplies, etc.
Kansas City	Municipal Field, 2000' sq., near river
Kansas City	Emergency Field, Overland Park, 2000' x 1100'
Kansas City	Emergency Field, Swope Park, 1500' x 500'
Keota	Emergency Field, 1200' x 600'
Leasburg	Emergency Field, 1500' x 1000'
Lebanon	Emergency Field, 1300' x 1300'
Marshall	Emergency Field, 850' x 850'
Monett	Emergency Field
Monroe City	Emergency Field, 45 acre square
New Florence	Emergency Field, 650' x 1000'
New Haven	Emergency Field, 500' x 1000'
New London	Emergency Field
Paris	Emergency Field, 3960' x 2640'
Popular Bluffs	Emergency Fields, 2000' x 600'
Richland	Emergency Field, 3000' x 2600'
Rolls	Emergency Field, 2500' x 2500'
St. Genevieve	Emergency Field, 2500' x 2500'
St. Louis	Aero Club of St. Louis
St. Louis	Forrest Park, 3 mi. southwest of city, 100 acres
Sedalia	Emergency Field, 900' x 900', Fair Grounds
Senneca	Emergency Field, 2000' x 1000'
Springfield	Emergency Field, Western Aero Assn. of Springfield
Sturgeon	Emergency Field, 1000' x 1000'
Sullivan	Emergency Field
Washington	Emergency Field
Wentsville	Emergency Field, 1200' x 1200'

Arlee -----Two good fields southeast of town along railroad
 Bigtimber -----Very good field surrounding town
 Billings -----Municipal Field, north in plateau, 640 acres
 Bozeman -----Best field to east of town
 Bridger Creek -----Good fields, both side of creek
 Columbus -----Two good fields, north and west, half-way to Park City, good field
 Dixon -----Bison range, good field, 6 mi. north of city
 Drummond -----Emergency Field, north side of creek and railroad, 35-mile stretch impossible to land
 Elliston -----Emergency Field, along railroad west of town
 Fort Keogh-Miles City -----Government
 Garrison -----Emergency Field, south side of creek
 Glendive -----Emergency Field, Municipal Field, good fields down Yellowstone River on table lands
 Great Falls -----Emergency Field, south side of creek
 Helena-Fort Harrison -----Good field east of Fair Grounds, fairly good on government reservation
 Heron -----Good field west of town
 Kalispelle -----Emergency Field, near city, good, high test gas and oil here
 Laurel -----Good 2-way fields west of town
 Livingston -----Good field east of city, none availavle over mountains to Bozeman
 Manhattan -----Good on north side of town near railroad
 Miles City -----To Billings, good fields on south side of Yellowstone Reservation
 Miles City -----Fort Keogh Field, government reservation
 Mission -----Many good fields
 Missoula -----Emergency Field, 1800' x 1800', L-shaped, near Fair Grounds
 Missoula -----Fort Missouli, 2000' x 2000', government resv., good
 Paradise -----Emergency Field, southeast
 Park City -----Good field 1 mi. west along railroad
 Perma -----Emergency Field, south of city
 Plains -----Good field northwest of town
 Reid Point -----Good 2-way field, south of town
 Thompson Falls -----1000' x 1300', east of town, stumpy
 Townsend -----Emergency Field, good, northeast of town
 Winston -----Emergency Field, northwest of town, good

CITIES**NEBRASKA STATE AVIATION FACILITIES**

Beaver City	Emergency Field
Central City	Emergency Field, 2000' x 2000'
Grand Island	Grand Island Aero Co., Curtiss Agency, and supplies
Fort Crook	Parade grounds, government
Lincoln	Aero Club of Lincoln
Lincoln	Nebraska Aircraft Corp., machines, suppl. and field, 3 mi. east
Lincoln	The half-way air port, hangars and marker, 380 acres
Lincoln	Harding, Zook & Bahl (Goodyear) Aero Service
Loup City	Emergency Field, 2000' x 1000'
Nebraska City	Schreiters Pasture, 1200' x 800'
North Platte	Good field, control stop, Trans-Cont. Race
Ogallala	Emergency Field, good
Omaha	Aero Club of Nebraska
Omaha	Fort, Balloon School & U. S. Hydrogen Plant
Omaha	Aksarben Field, control stop, 3½ mi. southeast city, 80 acres Air Mail Field
Omaha	Powell Supply Co. (Goodyear), Aero Service
St. Paul	Good field, 3960' x 2648', 4 mi. northwest, control stop
Sidney	Good field, 4 mi. northwest, control stop
York	Emergency Field, 1200' x 1500'

CITIES**NEVADA STATE AVIATION FACILITIES**

Battle Mountain	Municipal Field, control stop
Carson City	Emergency Field
Elko	Emergency Field
Fallon	Emergency Field, lake bed, 10560' x 7920'
Lovelock	Emergency Field
Montello	Emergency Field, lake bed
Reno	Good, control stop, 2000' x 350'
Winnemucca	Emergency Field

CITIES**NEW HAMPSHIRE STATE AVIATION FACILITIES**

Lancaster	Emergency Field, 700' x 1000', Halton's Meadow
Manchester	Aero Club of Manchester
Portsmouth	Emergency Field

Asbury Park	Asbury Park Aviation Field, 1200' x 600'
Atlantic City	Aero Club of Atlantic City
Atlantic City	Air Port Field, 2500' x 2500', Curtiss Agency, and supplies
Atlantic City	Emergency Field, Country Club
Cape May	Naval Aircraft Station, seaplanes, hydrogen plant
Elizabeth	Emergency Field, large, formerly Standard Air Corp.
Hackensack	Aero Club of New Jersey
Hasbrook Heights	Whittman-Lewis Air. Corp. & Field
	7 miles west of New York City, 80 acres, Land and Water Station
Keyport	Aeromarine Plane & Motor Co. Field, 1800' x 400', land and water facilities
Lakehurst	Army and Navy Balloon Base, Emergency Field
Newark	Hellar Mail Field, 47 acres, 4 mi. northeast of city
Newton	Emergency Field
New Brunswick	Wright Aeronautical Corp., Hispano Engine
Pine Valley	Curtiss Flying Field, 3600' x 4200'
Princeton	Princeton University Aero Club
Princeton	Princeton Flying Club & School, supplies
Trenton	Aero Club of Trenton
Wrightstown	Emergency Field, Camp Dix

CITIES

NEW MEXICO STATE AVIATION FACILITIES

Chapelle	Emergency Field
Clayton	Emergency Field
Columbus	Emergency Field, on Parade Grounds south of town
Des Moines	Emergency Field
Las Vegas	Emergency Field
Lordsburg	Emergency Field
Onava	Emergency Field
Optimo	Emergency Field
Santa Fe	Emergency Field
Shoemaker	Emergency Field
Tucumcari	Emergency Field
Wagon Mound	Emergency Field

CITIES

NEW YORK STATE AVIATION FACILITIES

Albany	Municipal Field, small
Au Sable Forks	Emergency Field
Batavia	Emergency Field, Fair Ground, bad
Binghamton	De Forrest Field, 1200' x 600', 8 mi. west along river
Birdsell	Emergency Field, 300' x 1200' northwest of town, good fields around
Buffalo	Aero Club of Buffalo
Buffalo	Curtiss Aero & Motor Corp., good field, school and supplies 2 hangars and marked
Devon	Emergency Field, good fields, around
Dunkirk	Emergency Field, good fields, around
Glen Falls	Emergency Field
Goshen	Emergency Field
Hamansport	Emergency Field, water facilities on lake
Ithaca	Cornell University Aero Club
Ithaca	Municipal Field, 1200' x 120', 110 acres
Ithaca	Thomas-Morse Air. Corp., double hangars, land and water
Jay	Emergency Field
Keeseville	Emergency Field
Lake Placid	Commercial Field, very good
Liberty	Emergency Field
Little Falls	Smith Field, 700' x 700', very good
Lockport	Curtiss Plant, Commercial Field
Lowville	Emergency Field
Niagara Falls	Municipal Field
Millerton	Emergency Field, 1800' x 350'
New York City	Aero Club of America, club house
New York City	Aero Club of Columbia University
New York City	Aeronautical Society of America
	Aeronautical Library
	Aeronautical Engineers (Consulting, Alex. Klermin)
New York City	American Flying Club, club house
New York City	Aerial Taxi Co., to Atlantic City (flying boats)
New York City	Aeromarine Plane & Motor Corp. (office)
New York City	Aircraft Engineering Corp. (office and plant)
New York City	Horace Keane Aero Planes, Inc., Machine & Supplies Aircraft Material & Equipment Co.
	Air Pilot's Bureau
New York City	Bellance Aircraft (Maryland Pressed Steel Co.
New York City	Air Pilots' Bureau (office)
New York City	British & Colonial Aeroplane Co. (office)
New York City	Caproni Aircraft Co. (office)
New York City	Cantilever Aero Co. (office)
New York City	Curtiss Aeroplane & Motor Corp. (office)
New York City	Gallandet Aircraft Corp. (office)
New York City	Inter-Allied Aircraft Corp. (office)
New York City	Farman, H. & M., Aeroplanes (office)
New York City	Lawrence Aircraft Motors (office and plant)
New York City	Lewis & Vaught Corp., Long Island City
New York City	Loening Aero-Nautical Corp. (office and plant)
New York City	Ordinance Engineering Corp. (office)
New York City	Pioneer Aircraft Corp., Office and Plant (Brooklyn)
New York City	U. S. Aero Exchange (office)
New York City	United Aircraft Eng. Corp. (office)

	River (Gallatin Field)
New York City-----	N. Y. Aerial Police Field, Central Park
New York City-----	N. Y. Aerial Police Field, Brooklyn Parade Grounds
New York City-----	N. Y. Aerial Police Field, Van Cortlandt Park
New York City-----	N. Y. Aerial Police Field, Fort Hamilton, Brooklyn
Oneida-----	Municipal Field, small and emergency only
Orchard Park-----	Emergency Field, 2 miles north of town
Oswego-----	Emergency Field
Piercefield-----	Emergency Field
Plattsburg-----	Emergency Field, Plattsburg Barracks, good, hangars, etc.
Port Jervis-----	Municipal Field, 600' x 500', Cuddebecks Field
Port Jervis-----	New Municipal Field, 60 acres under consideration
Poughkeepsie-----	Municipal Field
Poughkeepsie-----	Emergency Field, 600' x 150', race track
Pulaski-----	Emergency Field
Rochester-----	Aero Club of Rochester
Rochester-----	Britton Field, 1800' x 1800', 4 m.les S. W., Service
Saranac Lake-----	Emergency Field
Saratoga-----	Aeranautic Club
Silver Creek-----	Good Fields, between stips of forest
Schenectady-----	Municipal Field
Staten Island-----	Emergency Field, Oakwood Heights
Staten Island-----	New Dorp Coast Defense Station, 1250' x 800', Govn.
Syracuse-----	Aero Club of Syracuse
Syracuse-----	Bethka Field, 1200' x 400'
Sylvan Beach-----	Edmont Genet Memorial Field
Tarrytown-----	Emergency Field
Utica-----	Municipal Field, 1500' x 900', hangars, etc.
Valatie-----	Emergency Field, 1500' x 900', high test gas
Waterloo-----	Emergency Field, 600' x 600', Thomas Field
Westfield-----	Emergency Field, good fields around
Yonkers-----	Emergency Field, 300' x 75', Yonkers Golf Field

LONG ISLAND (NEW YORK)

Amityville-----	Great Eastern Co., Field, Aerial Taxi, Garage & School, etc.
Amityville-----	(Formerly Sperry Field), well marked, Hangars
Babylon-----	Henry J. Damm. formerly Government Field, good
Baldwin-----	Ordnance Engineering Corporation, Supplies, etc.
Baldwin-----	Emergency Field
Bayshore-----	Emergency Field, Land and water facilities
Belmont Park-----	Large Race Track Field, very good, formerly Air Mail
Central Park-----	Long Island Aviation Co., Field and School, Hangars
Central Park-----	L. W. F. Eng. Corp. Field, formerly No. 5
College Point-----	L. W. F. Eng. Corp. Factory
Commack-----	Brindley Field, formerly Government Field, good
East Hampton-----	Emergency Field
Farmingdale-----	Speery Aircraft Corp., Instruments and supplies
Garden City-----	Curtiss Aeroplane and Motor Co., School & supplies, etc.
Garden City-----	Mitchell Field, Active Gov. Field, supplies, etc., hangars
Glen Cove-----	Emergency Field
Huntington-----	Emergency Field, Troon C Field
Lawrence Beach-----	Emergency Field, Rockaway Hunt Club

neola-----Hazenhurst field, Government Storage Depot, Hangars
 Mineola-----Roosevelt Field, Government Storage Depot, Hangars
 Mineola-----Roosevelt Field, American Flying Club, Hangar & supplies
 Montauk-----Emergency Field, Montauk Point
 Plum Island-----Good Field, at Fort, good approach
 Sayville-----Sayville Field
 Seaside Park-----Emergency Field, near Rockaway Point Beach
 Sheephead Bay-----Emergency Field, Sheephead Bay Auto Track
 Smith Point-----Emergency Field
 Southampton-----Emergency Field
 Upton-----Emergency Field, Camp Upton
 Wantagh-----Luffbery Field, Formerly Government, good Hangars
 West Hampton-----Emergency Field, West Hampton Beach
 Woodbury-----Webb Field, formerly Government, large and good

(CITIES) NORTH CAROLINA STATE AVIATION FACILITIES

Fayetteville-----Pope Field (Camp Bragg), good on Par. ground
 Goldboro-----Emergency Field, 150' x 750', Race Track
 Hobgood-----Emergency Field, 2400' x 1800', Moorehead City Nav. Air
 Station (seaplanes only)
 Pinehurst-----Emergency Field, Golf C., south of club house marked +
 Pinehurst-----Emergency Field Race Track
 Raleigh-----Emergency Field, Municipal, 4500' x 750'
 Weldon-----Emergency Field, 750' x 150'
 Wilmington-----Emergency Field, 75' x 1350', Country Club, 3 miles S. E.
 Winston-----Municipal Field, 35 acres, Winston, Salem Aviation Co.
 (Maynard Field)

(CITIES) NORTH DAKOTA STATE AVIATION FACILITIES

Bismarck-----Good Field on Reservation, Government, few possible fields
 on plateaus
 Dickinson-----Several good fields, few miles west
 Eagles Nest-----Emergency Field
 Eldridge-----Emergency Field
 Fargo-----3960' x 3960', Heavy, wet weather
 Glen Ullin-----Emergency Field
 Grand Forks-----Emergency Field, 2000' x 3000'
 Hobart-----Emergency Field, water holes
 Jamestown-----Good fields, surrounding town
 Judson-----Fairly Good Plateau
 Lewis-----Fairly Good Plateau
 Mandan-----Fairly Good Plateau
 Sedalia-----Fairly Good Plateau
 Sims-----Fairly Good Plateau
 Sunny-----Fairly Good Plateau
 Sweet Briar-----Fairly Good Plateau
 Valley City-----Good Field, 1 mile west on high land
 Williston-----Emergency Field

Please note new fields and mail to editor.

Alliance	Emergency Field, C. C.
Akron	Goodyear Aero Club
Akron	Goodyear Tire & Rubber Co. (Airship Works)
Akron	Wingfoot Lake Field (Balloon Field)
Akron	Emergency Field, Portage Country Club
Akron	B. F. Goodrich Co. (Airship Works), U. S. Hydrogen Plant
Bowling Green	Emergency Field
Bryant	Aerial Mail Field
Canton	Aero Club of Ohio
Cedar Point	Emergency Field, very good
Cincinnati	Auto Race Track Field, 11 miles out
Cincinnati	Emergency Field, Hamilton C. C. and Phoenix C. C.
Cincinnati	Queen City Aero Club
Cincinnati	Cincinnati Aircraft Co.
Cleveland	Cleveland Aviation Club, Club rooms, Hotel Statler
Cleveland	Cleveland New Municipal Field, 10 miles southeast, 2400' x 2250'
Cleveland	Woodland Hills Park, 5 miles southeast, form. Aerial mail
Cleveland	Glen Martin Plant and Field
Columbus	Emergency Field
Coshocton	Emergency Field, 1200' x 1800'
Dayton	Aero Club of Dayton
Dayton	McCook Field, Gov. Experimental Dept.
Dayton	South Field, 2300' x 2125', Dayton-Wright; General Motors Corp. (See Advertisement)
Dayton	Wilbur Wright Field, Gov. (at Fairfield)
Dover	Emergency Field, 12 acres, C. C.
Elyria	Emergency Field, James Martin Aeroplane Factory
Findlay	Emergency Field, Race track
Hamilton	Emergency Field, Fair grounds
Kenton	Emergency Field, Fair grounds, ½ mile track
Lima	Emergency Field, 450' x 1500'
Lorain	Ohio Aviation School and Field, 5 miles east on Lake Shore Railroad (See Advertisement)
Lorain	Checker Board Field, Service and Repairs, 22 miles west of Cleveland
Lucasville	Emergency Field
Martinsferry	Emergency Field, 35 acres, 2 miles from Yorkville
Mansfield	Mansfield Air Service Co., 20 acres, 1 mile west
Newark	Emergency Field, 1020' x 830', southwest near race track
New London	Emergency Field, 2100' x 1500'
Piqua	10 acres, south city limits, Hartzel Walnut Prop. Co.
Portsmouth	Emergency Field, Golf Club
Sandusky	Emergency Field, Golf Club
Steubenville	Emergency Field, 1800' x 300', C. C., good
Toledo	Bay View Yacht Club Field, 1200' x 1500', Maumee Bay
Urbana	Emergency Field, ½ mile
Warren	Emergency Field, Packard rars
Xenia	Emergency Field
Youngstown	Aviation Club and F
Zanesville	Emergency Field, ½ mile t

(CITIES) OKLAHOMA STATE AVIATION FACILITIES

Aada	Emergency Field, 300' x 1000', Norr's Meadow
Ardmore	Emergency Field, 100 acres
Atoka	Emergency Field
Blackwell	Emergency Field, 450' x 1350', race track
Blanchard	Emergency Field, 1000' x 500', Davis Field
Chandler	Emergency Field, 1800' x 750', Rifle range
Chattanooga	Emergency Field
Cheyenne	Emergency Field, 600' x 1200'
Chickasha	Emergency Field
Clarimore	Emergency Field, ½ mile track
Cleveland	Emergency Track, 1200' x 200'
Clinton	Emergency Field, 700' x 250'
Cordell	Emergency Field, ½ x ¼ mile Moslander
Devol	Dewey Airplane Co., Field and School
Drumright	Cook's Aviation Field, 900' x 300'
Duncan	Emergency Field
Durant	Emergency Field
Elk City	Emergency Field, race track, ½ mile race track
Enid	Dargue Field, 175 yds. sq.
Enid	Emergency Field, 800' x 1000'
Fairview	Emergency Field, 450' x 1350', Race track
Fort Sill	Post Field, Government
Frederick	Emergency Field
Granfield	Emergency Field
Guthrie	Emergency Field, 32 acres, The Curtiss Farm
Hartshorne	Emergency Field, 1000' x 600'
Hennessey	Emergency Field, 600' x 900'
Henryetta	West Henryetta Field, 2640' x 1320', 80 acres
Hobart	Raymond Godson Field, 4000' x 600'
Holdenville	Emergency Field, 1320' x 1320', race track
Hugo	Emergency Field
Kingfisher	Emergency Field, 225' x 900'
Lawton	Fort Sill, Post Field, Government
Lexington	Emergency Field
McAlester	Emergency Field, Fairground
McCloud	Emergency Field, 600' x 100', McGray Field
Macomb	Emergency Field, 1200' x 1200'
Mangum	Emergency Field, 300' x 600', Boggs Field
Marlow	Emergency Field
Mountain Park	Emergency Field, 950' x 225'
Muskogee	Emergency Field, 1800' x 800', Fair grounds
Newkirk	Emergency Field, 160 acres, Wards Pasture
Norman	Emergency Field, 2500' x 1500', Smith Pasture
Nowata	Emergency Field
Oklahoma City	Emergency Field, 1200' x 450'
Oklahoma City	Emergency Field, 1000' x 1500', Westwood
Okmulgee	Emergency Field, good, Russell Field
Paul's Valley	Emergency Field, 100 acres
Pawnee	Emergency Field, 600' x 600'
Ponca City	Ball Park, 1200' x 1200'
Prague	Emergency Field
Purcell	Emergency Field, 50 acres
Repley	Emergency Field, 800' x 300'
Shawnee	Emergency Field, 750' x 1320'

Stillwater	Emergency Field, 1200' x 1500', College Field, A. & M.
Tishomingo	Emergency Field, 400' x 1000', Fair ground race track
Tulsa	Curtiss Southwest Airplane Co., 1800' x 2300', good field
Tulsa	B. I. Brookins, Machines and supplies
Vinita	Emergency Field, 1800' long
Walter	Emergency Field, 2400' x 1800'
Watonga	Emergency Field
Waurika	Emergency Field
Waynoka	Emergency Field, 300' x 150'
Woodward	Emergency Field, 1000' x 300'

(CITIES)

OREGON STATE AVIATION FACILITIES

Albany	Emergency Field, 1400' x 1400', Seth T. French, west of of town and S. P. R. R.
Ashland	Emergency Field, 1000' x 4000', 1 mile north, land n. and s.
Arlington	Emergency Field, 800' x 1800'
Columbia River (Mouth of R.)	Naval Air Station, projected
Corvallis	800' x 400', north of town
Cottage Grove	900' x 600', rough, 1 mile south R. R. on west end
Dallas	Emergency Field, 450' x 890', Lacreole Landing Field
Eugene	Eugene Landing Field, 1500' x 2000', good, northwest of race track and Reservation
Grant's Pass	Municipal Field, 660' x 2640', N. land north
Grenada	800' x 2000', south of town, west of S. U. R. R.
Imbeler	Emergency Field, 2500' x 2500'
Lebanon	2000' x 2000', west of Academy, near R. R.
Medford	1 x ½ mile, 2 miles west on main road
Pendleton	Emergency Field, 600' x 2000'
Portland	Aero Club of Oregon
Portland	Eastmoreland Field, 1500' x 200', ½ mile southeast of river
Portland	Chester Murphy (Curtiss Agency) and supplies, etc.
Roseberg	Emergency Field, 1 mile x 1800', east of town, land north and south
Salem	Aerial Forest Fire Patrol
Salem	11800' x 375', State Fair ground
The Dallas	Emergency Field, 800' x 1500'

(CITIES)

RHODE ISLAND STATE AVIATION FACILITIES

Apponaugh	Good field west of race track
Bradford	Emergency Field
East Greenwich	Gallandet Aircraft Corp., Land and Water Machines and Supplies, Emergency Field
Narranganset Pier	Emergency Field
Providence	Race track, good field 1½ mile southwest of town
Shannock	2 good fields east of town
Slocum	2 good fields east of R. R.
Weed River Junction	2 fair fields east of town
Woonsocket	Emergency Field, 300' x 1200'

(CITIES) PENNSYLVANIA STATE AVIATION FACILITIES

Altoona	Emergency Field, 1200' x 1800', Driving Park and Fair grounds
Altoona	Emergency Field, 700' x 1200', Gwin Field, L shaped
Bellefonte	Aerial Mail Field, 1¼ mile west of town, 40 acres
Bethlehem	Northampton Aero Club
Braddock	Aviation Club
Bustleton	Aerial Mail Field, 1 mile from town, 14 miles northwest of Philadelphia, 45 acres, 2 hangars marked
Clearfield	Emergency Field, ½ mile, race track
Du Bois	Emergency Field, 450' x 1200', Beaver Meadows
Easton	Emergency Field, 1800' x 800'
Essington	Essington Aviation School, water flying only
Everett	Emergency Field
Gettysburg	Emergency Field
Harrisburg	Emergency Field
Huntington	Emergency Field
Lancaster	Aero Club, field near C. C. and Fair Grounds field
Lewiston	Emergency Field, race track
Ligonier	Emergency Field
Middletown	Government, Supply Depot and Field
Mount Union	Emergency Field, 2100' x 600'
Norristown	Pan-American Aviation Co. Field and School
Oxford	Model Aero Club of Oxford
Penllyn	Emergency Field, 300' x 1200', Penllyn Polo field
Philadelphia	Aero Club of Pennsylvania
Philadelphia	Aviators' Club
Philadelphia	Naval Aircraft Factory
Philadelphia	Curtiss Eastern Airplane Co., Supplies, etc.
Philadelphia	Emergency Field, 1000' x 300', Speedway Flying Field
Philadelphia	Phila. Aero-Service Corporation Field and School
Pittsburgh	Aero Club of Pittsburgh
Pittsburgh	Emergency Field
Reading	Municipal, 1500' x 1500'
Scranton	Municipal, 5 miles northwest, near R. R.
Stroudsburg	Emergency Field
Wilkes-Barre	Emergency Field, Suburban Park

(CITIES) SOUTH CAROLINA STATE AVIATION FACILITIES

Aiken	Emergency Field, 1 mile, Race Track
Bamberg	Emergency Field
Bennettsville	Municipal Field, 1800' x 525', L shaped
Camden	Emergency Field, good
Charleston	Emergency Field, Charleston Country Club Golf Grounds
Charleston	Naval Air Station, Seaplane only
Charleston	Good field in Hampton Park
Chesterfield	Emergency Field
Columbia	Emergency Field (Camp Jackson)
Pinehurst	Good Field

Aberdeen	Emergency Field
Redfield	Emergency Field, 400' x 500'
Sioux Falls	Emergency Field, 500' x 1000' Lyons Field

(CITIES) ----- **TENNESSEE STATE AVIATION FACILITIES**

Alexandria	Emergency Field, 1000' x 5500'
Bristol	Considered Municipal Field
Chattanooga	Emergency Field
Davis	Emergency Field
Fayetteville	Emergency Field, 107 acres
Huntington	Emergency Field, 1500' x 3000'
Jackson	Emergency Field; 2000' x 2000'
Knoxville	Emergency Field, Cherokee Country Club
Lexington	Emergency Field
Memphis	Memphis Aerial Co. (Curtiss Agency) and Supplies
Memphis	North Memphis Driving Park, 1 mile, good
Memphis	Race Track
Millington	Park Field, Government
Nashville	Emergency Field, 1000' x 2000', Old Country Club
Nashville	Emergency Field, 2000' x 4000', Hampton Field
Nashville	Emergency Field, 82 acres, Roody Field
Somerville	Emergency Field, 1000' x 3000'
Sugar Tree	Emergency Field
Union City	Emergency Field, 1050' x 225', Race Track
Woodbury	Emergency Field, 500' x 2000'

(CITIES) ----- **TEXAS STATES AVIATION FACILITIES**

Abbott	Emergency Field
Amarillo	Very good Emergency Field, Shape of a quadrant
Austin	Emergency Field
Barstow	Fairly good Emergency Field
Beaumont	Municipal Field, 500' x 900', 1/2 mile west
Beeville	Emergency Field, exceptionally fine field
Belcherville	Emergency Field, very smooth
Benbrook	Corruthers Field and Temp. Storage, Government
Benchley	Emergency Field
Big Springs	Emergency Field, marked by white circle, 1 mile north
Bonham	Emergency Field
Bowie	Emergency Field
Bryan	Emergency Field, 1000' x 1500', College Station
Cactus	Emergency Field, L shaped
Cameron	Emergency Field, 3000' x 800'
Childress	Emergency Field, race track
Chillicothe	Emergency Field, excellent field
Cisco	Emergency Field
Clarendon	Emergency Field
Corpus Christie	Emergency Field, Ft. Scully
Cotulla	Emergency Field
Crowell	Emergency Field
Cusro	Emergency Field
Dallas	Love Field Govn. Repair Depot and Supplies
Danbury	Emergency Field
Dectur	Emergency Field
Del Rio	Emergency Field

Denison	Emergency Field, marked with white-washed rocks
Desdemona	Emergency Field, 1200 yds. sq., Davis Farm
Eagle Lake	Emergency Field
Eagle Pass	Eagle Pass, Border Patrol
Electra	Emergency Field
El Paso	El Paso Airdrome, Border Patrol
El Paso	Ft. Bliss Parade Grounds
Everman	Barron Field, Govn. Temp. Storage
Fairbanks	Emergency Field
Flatonia	Municipal Field
Ft. Clark	Emergency Field, Parade Grounds
Ft. Stockton	Emergency Field, Drill and Parade Grounds
Ft. Worth	Air Service Flying Field
Ft. Worth	Hicks or Taliaferro Field, Gov. Airdrome
Ft. Worth	Service Aviation Training and Transportation Co.
Ft. Worth	So. Western Aeronautical Association
Frederickburg	Emergency Field
Gainsville	Emergency Field, rectangular in shape
Galveston	Emergency Field, Ft. Crockett, Parade grounds, U. S. Naval Air Station, Seaplane
Giddings	Emergency Field, used by Kelly Field in cross-country flights
Haskell	Emergency Field, good
Hempstead	Emergency Field, very good
Henrietta	Emergency Field
Hicks, or Taliaferro Field	Government, Temp. Storage
Hollis	Emergency Field
Hondo	Emergency Field, 1200' x 800', very good
Hot Wells	Emergency Field
Houston	Ellington Field, Government and Supply Depot
Houston	Aero Club of Texas
Huntsville	Emergency Field, 4000' x 1000'
Iowa Park	Emergency Field
Jolly	Emergency Field
Katy	Official Gasoline Station near Ellington Field
Laredo	Border Patrol Field, Government
League City	Emergency Field
Lexington	Emergency Field
Liberty	Emergency Field, 1500' x 600'
McAllen	McAllen Airdrome, Border Patrol
McKinney	Emergency Field
Marfo	Marfo Airdrome, Border Patrol
Martin	Emergency Field
Marshall	Emergency Field
Memard	Emergency Field, 1200' x 500'
Memphis	Emergency Field, Cotton Patch
Midland	Emergency Field, ½ way between here and Odessa
Milford	Emergency Field
Micola	Emergency Field, marked
Moulton	Emergency Field, Excellent pasture field
New Boston	Emergency Field, very excellent
Newcastle	Emergency Field
Nocona	Emergency Field
Odessa	Emergency Field
Orange	Emergency Field, 1 mile southwest
Ozona	Emergency Field, 2000' x 1500', excellent
Palestine	Emergency Field, 150 yds. by 4000', Rectangular
Paris	Emergency Field

Port Arthur	Nav. Air Sta. (Balloon Field)
Quannah	Emergency Field
Ringold	Emergency Field
St. Joe	Emergency Field
Saltillo	Emergency Field
San Angelo	Emergency Field, 2500' x 2500', Metcalfe Field
San Antonio	Kelly Field No. 2, Government, brooks field, Balloon
San Antonio	San Antonio Aero Club
Seymour	Emergency Field
Sherman	Emergency Field
Sierra Blanca	Unlimited space for an emergency landing
South Houston	Emergency Field, near Ellington Field
Spoffard	Emergency Field, very good
Stamford	Emergency Field
Stanton	Emergency Field, 1 mile north, excellent
Sulphur Springs	Emergency Field, 200 acres
Sweetwater	320 acres rectangular in shape, marked, south
Texarhanna	Emergency Field, 50 acres, C. C. Club
Texarkana	Emergency Field, 75 acres of pasture
Texline	Emergency Field
Toyah	Emergency Field
Tyler	Emergency Field, ½ mile track
Uvalie	Emergency Field, 1000' long, L shaped
Van Horne	Emergency Field
Vernon	Emergency Field
Victoria	Emergency Field, 2500' x 2500'
Vinton	Emergency Field, North of big red school building
Waco	Rich Field, Gov., Temp. Storage, Air Service Flying School
Washburn	Emergency Field, large
Waxahachie	Emergency Field
Wellington	Emergency Field
Wharton	Emergency Field
Whitesboro	Emergency Field
Wichita Falls	Call Field, Government, Temporary Storage

(CITIES)

UTAH STATE AVIATION FACILITIES

Ogden	Emergency Field
Salduro	Trans-Continental Race Control Stop
Salt Lake City	Aero Club of Utah
Salt Lake City	Salt Lake City, good field, Trans-Cont. Race, Stat.

(CITIES)

VERMONT STATE AVIATION FACILITIES

Bennington	Emergency Field
Montpelier	Emergency Field, race track
Rutland	Aero Club of Vermont
Windsor	Emergency Field, 1800' x 400', Marked "T"

(CITIES)**VIRGINIA STATE AVIATION FACILITIES**

Blacksburg	Emergency Field, 1600' x 700'
Franklin	Emergency Field, 200 x 300 yds., very good
Ft. Story	Coast Defence Station
Hampton	Langley Field and U. S. Naval Air Station, Seaplane
Hampton	Langley Field, Passenger Carrying and Mapping
Lawrenceville	Emergency Field
Lee Hall	Balloon School
Lynchburg	Emergency Field, 700' x 150', Y. M. C. A. Island
Morrison	Government General Supply Depot
Norfolk	Naval Base, Use parade grounds for emergency landings
Newport News	N. N. Aero Club and Field
Newport News	Curtiss Co. Field, school and Ser. Station
Oldfield	Emergency Field
Petersburg	Emergency Field, 1800' x 800', Triangle
Richmond	Emergency Field, Fair grounds, Fulton, suburb of Richmond, 2 miles by ½ mile
Richmond	Gov. Supply Depot, plenty of fields, along the Potomac
Riverton	Emergency Field
Sandy Point	Emergency Field
Suffolk	Emergency Field, good
Urbana	Emergency Field, 250 x 750 yds., good
Williamsburg	Emergency Field, 1800' x 500', good

(CITIES)**WASHINGTON STATE AVIATION FACILITIES**

Auburn	Many good Emergency Fields
Bellingham	Emergency Field, Municipal Golf Link
Camp Lewis	Good field on parade ground
Chehalis	Emergency Field, 2000' x 2000—', good, west of town
Davenport	Emergency Field, south of town, good
Ellensburg	Emergency Field, 1500' x 1800', good
Greenacres	Emergency Fields, good
Irvin	Emergency Fields, good
Kent	Emergency Field, good
Kelso	Emergency Field, good, ½ mile N. W. of town
Millwood	Emergency Field, good
Opportunity	Emergency Field, good
Parkwater	Emergency Field, good
Pasco	Emergency Field, 1500' x 4000'
Poyollup	Emergency Fields, good
Ritzville	Emergency Field, 1000' x 2000'
Renton	Emergency Field, good
Seattle	Aero Club of Seattle
Seattle	Boeing Airplane Co., Seaplanes and Sea Sleds
Seattle	Emergency Field, 250' x 2500', Municipal Golf Links
Seattle	Symons-Russell Av. Co., 2500' x 900', 4 miles from city
Spokane	N. W. Airplane Company's Field, 5000' x 3000'
Sunnyside	Emergency Field and Municipal Field
Tacoma	Emergency Field, Speedway Field, oval enclosed by 7 miles track, also on southeast of town
Talmadge	Fairly good field, ½ mile south of R. R.
Walla Walla	Emergency Field, 4000' x 3000'
Waterville	Emergency Field, 1½ mile northwest, good
Yakima	Emergency Field, 2000' x 2500'

Charleston	Aerial League of Charleston
Bluefield	Aero Club and Field, Aerial Taxi Lines
Fairmont	The Southern Aeroplane Co., Commercial, Field
Wheeling	West Virginia Aircraft Co., Mfg., School and Supplies

(CITIES)

WISCONSIN STATE AVIATION FACILITIES

Alma	Good field on min. side of river
Barnum	Emergency Field, hill around
Bay City	Good cross country field, top of hills
Buffalo	Good cross country field
Byrds Creek	Emergency Field, hilly
Cochrane	Good field on min. side of river, also on bluffs
Cross Plains	Emergency Field, good, along R. R.
De Sota	Emergency Field, hilly
Diamond Bluff	Great stretch 5 miles northwest between bluff and river
Eau Claire	The Eau Claire Aero Corp. (80 acres, good condition)
Ferryville	Emergency Field, hilly
Fountain City	Emergency Field, good, 3 miles north and east of river
Gotham	Emergency Field, good, south
Hager City	Good Cross Country Field on top of hills
Johnson Creek	Emergency Field, good
La Crosse	Aero Club of La Crosse
La Crosse	Municipal Field, 2 miles north and east of river, good
Lake Mills	Emergency Field, on east shore of lake, good
Lone Rock	Emergency Field, on south side, good
Madison	Emergency Field, southeast of town
Maiden Rock	Good Cross Country Field, top of hills
Mazamanie	Emergency Field, fairly good
Milwaukee	Milwaukee Country Aero Club Grounds, 1 mile north marked "M", known as Milwaukee Air Port
Milwaukee	Milwaukee Aero Club
Milwaukee	Lawson Air Line Transp. Co. and Field, 4½ miles west
Milwaukee	Wisconsin Aeroplane Co.; Hamilton Aero Mfg. Co.,
North Cross	Good fields east of river along large valley
Oconomowoc	Emergency Field, 2 miles southeast, good
Pepin	Emergency Field, excellent, northwest and east
Pheasant Branch	Good fields along R. R.
Purdy	Emergency Field, good, between town and river
Quincy	Emergency Field, good
Spring Green	Emergency Field, excellent, all along river valley
Stockholm	Emergency Field, good cross country top of hills
Superior	Emergency Field, C. C.
Waukesha	2 Emergency fields, many others around
Waukesha	Emergency Field, large field east of city
Waukesha	Emergency Field, large L shaped, one mile west

(CITIES)

WYOMING STATE AVIATION FACILITIES

Cheyenne	1800' x 2100', control stop
Green River	Control Stop, Fair, Trans. Cont. Race
Rawlins	Control Stop, Fair, Trans. Cont. R.
Walcott	Control Stop, Fair, Trans. Cont. R.

(CITIES)**CANADA (ONTARIO)**

Coborg	Emergency Field
Colborne	Emergency Field
Barrie	Camp Borden, formerly R. A. F.
Beamsville	Camp Beamsville, formerly R. A. F.
Belleville	Emergency Field
Brighton	Emergency Field
Deseronto	Rathburn Field, formerly R. A. F.
Deseronto	Mohawk Field, formerly R. A. F.
Kingston	Prison Farm Emergency, formerly R. A. F.
Long Branch	Emergency Field, formerly R. A. F.
Napanee	Emergency Field
Pictou	Emergency Field, fair grounds
Toronto	Aero Club of Canada (Club rooms)
Toronto	Erickson Aircraft Limited, Leaside Aerodrome, Hangars
Toronto	Armour Heights Aerodrome
Toronto	Toronto Civic Field, 50 acres
Trenton	Emergency Field

BRITISH COLUMBIA

Vancouver	Aero Club of B. C.
Victoria	Aero Club of Victoria
Van	Pacific Aerial Service Field and School

SASKATCHEWAN

Saskatoon	McClelland field and school
-----------	-----------------------------

CUBA

Havana	Aero Club of Cuba
--------	-------------------

HAWAII ISLANDS

Honolulu	Aero Club of Hawaii
Pearl Harbor	Luke Field, Aerial Coast Def.

PHILIPPINE ISLANDS

Manila	Aero Club of the Philippines
Manila	Maj. J. E. Stevenot (Curtiss Agency)

PANAMA CANAL ZONE

France Field	Aero Coast Def.
Cocosola	Calon Harbor, Nav. Air Station

MEXICO

Tampico	Emergency Field,
Vera Cruz	Emergency Field, south of city, 174

WASHINGTON, D. C. TO NEW YORK—235 MILES.

Lt. Col. Hartz in a twin-motored machine "Round the Rim"
Leaving Bolling Field the first landing field available is that at
mail station, seven miles out of town. The field is about twenty
east of the B. & O. Railroad. This field is well marked with two
hangars and some other smaller buildings, a large white circle, and
er runways out to the field proper. The field is in rather low
nd, but has an excellent approach and if one lands as near as
ible to the end of the runways, the ground will be found hard
gh.

Our course runs almost exactly midway between the Pennsylvania
the B. & O. from there to Camp Meade with no good fields.

Around Camp Meade, however, there are several possible fields.
country here is pretty badly chopped into small fields and the
nd is for the most part clay which gives good fields in the dry
her and rather bad ones in the wet weather.

At Baltimore there are several fields that will do nicely. The
lica race track is rather rough but large enough, and has good hard
nd. Clifton Park, a few rods west of a large oval reservoir is an
llent landing field if there are not too many baseball games going
n it. The golf course there is ample in size for any light ships.
miles from the center of the city and just off the National High
is a large field that is being prepared as the Municipal Landing
i.

From Baltimore to New York the fields are larger and a landing
re the railroads cross the Susquehanna River. There are several
gars there and a well marked field. The best part of the field
ght adjacent the hangars.

Good country prevails from thereon with the next gas station at
leton which is northwest of the city of Philadelphia. From
adelphia, follow the Broad Street Boulevard, a very distinct road
two sets of parking in it until reaching a large circle. Follow
direct line the north fork of the road and Bustleton is just three
s from the circle. The two hangars are not well marked and the
is an easy one to miss. It is exactly half way in direct line to
is the Philadelphia County Race Track. Good fields prevail from
e to New York with the exception of the country right around
h Amboy. On Long Island there are many fields the best of
h are Belmont Park, formerly the Air Mail field and Hazelhurst,
sevelt and Mitchell field around Mineola.

NEW YORK TO AUGUSTA, ME.—384 MILES

Course leads out along a railroad along the northern shore of
Island. Good Landing fields all along the Island except the pilot
be careful to avoid low ground as it is swampy. Passed Montauk
Excellent wheat field for landing just North of railroad at this
t. Altitude 2,000 feet.

Long Island 9:25 to Plum Island 9:27. Good landing field at
fort with good approach. Headed for Fishers Island, Storming-
ton, 9:40.

catuck, 9:42. Plenty of fields large enough but one would have to
be very careful to avoid granite boulders which are there in large
numbers and sizes.

Bradford, 9:46. A possible but not very good one way field here.
 Wood River Junction, 9:47. Two fair fields just east of town.
 Shannon, 9:51. Two good fields just east of town.
 Slocum, 9:55. Two best fields since leaving Long Island just East of railroad.
 East Greenwich, 10:02. Fields about here have many stones in them.
 Bad Landing.
 Appanaugh, 10:05. Good landing field just West of Race Track.
 Perfect approach.
 Providence, 10:10. Race Track $1\frac{1}{2}$ mile southwest town, excellent field and approach.
 East Junction, 10:20. Fields here are few and small.
 Boston, Franklin Field. Good Field. Emergency only. Boston air port proposed.
 Valiant, 10:50.
 Salem, 10:55.
 Danver, 10:59.
 Beverly, 10:57.
 Hamilton, 11:05. First Good Landing field in half an hour, 3 mile west from town.
 Essex. Race Track.
 Newberryport, 11:10. Several good fields just south of town.
 Portsmouth, 11:23. Good field just southwest of town. 2 miles.
 Portland. Landing Field northwest of town.
 Lewiston. Several good fields along river. Almost all one way fields quite a lot of pasture land, cattle must be avoided but make excellent fields.
 Augusta, 1:04. Field rough for heavily loaded big ships but good for small ones. Field is half mile southwest of town and can't be missed.

Country from Boston north is not very good for flying large ships though a landing could be made anywhere along the beach. It would be perfectly safe to send planes of the Curtiss type anywhere along there. Seaplanes could fly in perfect safety all over this section of the country as it abounds in large lakes that are almost contiguous.

AUGUSTA, ME. TO JAY, NEW YORK—352 MILES.

11:15—Left Augusta, Me., with strong head wind. Headed for Montpelier one hundred and thirty miles away. For twenty miles from Augusta landing fields were plentiful, until we came to a small town called Paris. From then on there were no fields that could be used for anything but a possible place to land in with least crack up. Passed over first mountain range at 12:15. There are no fields of any kind, no sign of railroad, houses, roads, fields, or anything but lakes, timber, and rock. Absolute wilderness.

11:25—Still flying compass course. Have not seen landmark house, field, town or sign of human life for one hour and ten minutes until just now. Field here could be landed in after a fashion, but it is doubtful if one could ever get out of them. According to maps should be near Wodsville.

Montpelier, 1:45. Landing field marked with "T" in center race track. Cross Lake Champlain at Essex at 2:02. Along Lake Shore, landing fields plentiful in immediate vicinity.

JAY, N. Y. TO PLATTSBURG, N. Y.—35 MILES

ying down valley of Au Sable River. Perfect landing two way field in Plattsburg Barracks

PLATTSBURG TO BUFFALO, N. Y.—326 MILES

ft Plattsburg, 12:00.

esville, 12:12. Landing fields plentiful.

1 Sable Forks, 12:18. A few possible fields.

ike Placid, 12:32. Excellent landing field two miles southwest of town commercially used.

ranac Lake, 12:35. One medium one-mile field east of town.

ercefield, 12:52. Lots of wood and lakes and very few small pastures.

anberry Lake, 1:18. Small pastures.

nson Mines. No field.

wville, 1:50. First landing field possible since Cranberry Lake.

houses, roads, or sight of civilization since 1:50 all woods and lakes.

titude, 4,500 feet, until in vicinity of Pulaski.

laski, 2:18. Land anywhere in vicinity.

ound is very level and flat. Are nearing Lake Ontario. Landing can be made anywhere but one must be sure to land parallel with the water drains or dead furrow which are about twenty-four feet apart and eight inches deep. Soil is black loam.

exico, 2:28. Just passed Carthage.

wego, 2:40. Good fields.

chester, 3:30. Good fields, and between.

ckport, 4:36. Good fields abundant. Could land anywhere but must be careful to land parallel to dead furrows. Landed Curtiss plant, four miles north of Buffalo and one and one-half miles east of river. Must land on runway as field is low and very rough off runway. Field has two large hangars (marked with circles) and small office building at east end of field. A large T marks best part of runway, which is very long, and lined by red flags on borders of runway. Flags about 3 feet high so pilots should be careful to keep to middle of runway.

BUFFALO TO NIAGARA FALLS, N. Y. & RETURN—44 MILES.

ft Buffalo 3:00 p. m. Flew to Niagara Falls. Good landing fields everywhere.

30—Returned to Curtiss plant. Left Curtiss plant for Cleveland. 5:07.

BUFFALO, N. Y. TO CLEVELAND, OHIO—188 MILES

om Buffalo south along the shores of the lake there are excellent fields everywhere, except that pilots must be careful to land with the water drains, and not across them.

rlsall, 5:20. Good fields in every direction. $\frac{1}{2}$ mile northwest of town there is a field approximately 300 x 1,200 ft., with grass covering.

Orchard, 5:30 p. m. 2 miles north of town there is a large hay meadow, approximately $\frac{1}{2}$ mile by 500 ft.
 Deroy, 5:34 p. m. There are fairly good fields covering this section.
 Silver Creek, 5:38. Here there are small strips of forest, but very good fields between.
 Dunkirk, 5:47. A landing can be made anywhere in this section. Good fields predominate.
 Westfield, 6:01. The same is true here. There are excellent fields everywhere.
 The Cleveland Aero Club have a large field in view, 10 miles south-east of the city, where both land and seaplanes can be handled. This is an excellent field, and if their present plans are carried out, is one of the best prospects I have yet encountered. At present the only available field which is at all satisfactory is that at the Martin plant.

CLEVELAND, OHIO TO DETROIT, MICH.—143 MILES.

Flew over lake shore and found landing fields all the way with but one exception mentioned later.
 Sandusky, 2:05. Good field.
 Cedar Point, 2:25. Good field.
 Manmee Bay and Toledo at 2:27. Country around here very swampy for ten miles each side of Toledo near lake shore. Inland there is good country. Reached Detroit 2:55. Landed Morrow Field at 3:05 p. m. Twelve hangars and excellent field.

DETROIT TO CAMP CUSTER, MICH.—134 MILES.

9:13 a. m. Landing fields everywhere, but rolling. Following Michigan Central double track railway.
 Dearborne, 9:18. Fairly good emergency fields.
 Wayne, 9:25. Fairly good emergency fields.
 Ann Arbor, 9:40. Good fields but country is getting more rolling.
 Delhi Mills, 9:45. Fairly good emergency fields.
 Dexter, 9:50. Fairly good emergency fields.
 Chelsea, 9:53. There are innumerable fields here that at a casual glance appear to be excellent but a very close scrutiny reveals contours in almost all of them. The country is almost all what was once covered by the lake and the soil is sand on the knolls and black loam in bottom lands. There is no place, however, that from three thousand feet a good field could not be located.
 Landed Camp Custer, 10:31. Good field with excellent approach which will be well marked in future as in accordance with specifications as commanding officer ordered.

CAMP CUSTER, MICH., TO CHICAGO, ILL.—143 MILES.

Left Camp Custer, 1:26. 20 mile head wind.
 Lawton, 2:02. Few emergency fields.
 Decatur, 2:08. Few emergency fields.
 Glenwood, 2:15. Few emergency fields.
 Landing fields always available though most fields show contours.
 Dowagiac, 2:20. Country very flat with plenty of fields.
 Milet, 2:26. Country very flat with plenty of fields.
 Buchannon, 2:28. Country very flat with plenty of fields.

well built up from here to Chicago.
anded Washington Park. Large Park with a great many baseball diamonds. Field eleven hundred yards long. Perfect. Police object to landing here, as field is usually crowded. Jackson Park one mile south is not so crowded and is big enough.
be Chicago Aero Club field about 1½ miles southwest of city, has one large hundred foot wide hangar, several small hangars, and a field one mile square. Best place to land is directly in front of hangars where a place 1,000 feet square has been carefully rolled.
took up the question thoroughly with the Chicago Aviation Club with the idea of improving the entire mile square field. This they intend to do at once, putting in the markings as prescribed by the Air Service.

CHICAGO TO MILWAUKEE, WIS.—85 MILES

eft Chicago Aero Club field 12:15. Flew over city taking pictures.
eft from over Grant Park 12:30.
rived Camp Sheridan, 12:52. Never being out of gliding distance of excellent fields. At Waukegan, 12:58.
xcellent field one mile due south of town.
rrived Milwaukee 1:08.
anded Milwaukee Country Aero Club grounds at 1:15.
anding field is one mile north of city limits, and four and one-half miles west of lake. Has several very long runways in the shape of the letter M with a line drawn through it as shown. Field is well drained and high. Adequate provision for staking planes down provided by iron rings set in cement on grounds.

MILWAUKEE TO LA CROSSE, WIS.—176 MILES.

eft Milwaukee 9:22.
aukesha, 9:34. Country rolling but many emergency fields. One large field just east of city. One large "L" shaped field one mile west (excellent).
lafield, 9:31. No field.
onomowoc, 9:45. Good field two miles southeast of town. First decent field since Waukesha.
rmington, 9:48. No field.
hnson Creek, 9:52. Good field one-half mile east of town.
ke Mills, 9:58. Good field on east shore of Lake.
arfield, 10:05. No field.
adison, 10:20. Best fields southeast of town.
adison, 10:20. Several fair fields southeast. Nothing exceptional.
asant Branch, 11:15. Good fields along railroad.
ack Earth, 11:30. Rough country, no satisfactory fields.
azomanie, 11:33. Fairly good fields.
ena, 11:37. No fields.
pring Green, 11:42. Excellent fields all through Wisconsin River Valley. Landings can be made any place.
ne Rock 11:47. Good field on south side.
than 12:00. Good fields south.
rds Creek 12:10. Hills everywhere, no timber, possible landings.
n 12:20. Hills everywhere, no timber, possible landings.
rrysville 12:25. Hills everywhere, no timber, possible landings.

De Sota 12:40. Hills everywhere, no timber, possible landings.
La Crosse. 12:50. Excellent field under preparation by city.

LA CROSSE TO ST. PAUL, MINN.—132 MILES.

Left La Crosse 12:15 P. M. Good field for any class ship two miles north of city and east of river. Large valley ten miles north of La Crosse, east of Mississippi. Many large fields.

North Crosse, Wis., 12:25. Large valley east of river contains many good fields.

Quincy 12:29. Good fields around town.

Dresbach, Minn., 12:30. Country rough, contains many small fields.

Pine Creek 12:31. Good, small fields.

Dakota, Minn., 12:37. Good fields east side of town.

Winona, Minn., 12:36. Apparently two good fields south of city and adjoining town, near river. 1 good field $1\frac{1}{2}$ west of Mississippi and $\frac{1}{4}$ mile south of city. No good fields east of river at this point.

Minnesota City, Minn., 12:40. Fairly good fields.

Fountain City, Wis., 12:46. Large cultivated areas, on surrounding hills—terrain rolling. Good fields three miles north and east of river.

Minneiska, Minn., 12:56. No fields.

This entire section very hilly and, along river bottom lands, marshy. Soil sandy but of fine quality that allows only slight inset to wheels.

Wabasha, Minn., 1:07. Good fields south of city close to highway.

Lake City, Minn., 1:15. Fairly good fields.

Hastings, 1:40. Fairly good fields.

Purdy, Wis., 12:48. Fairly good fields surrounding city, landings should be made between town and river. Valley leading east by north has apparently good fields.

Landings can be made anywhere in this section of Minnesota and Wisconsin, but with care as fields are on the tops of hills and are rolling.

Cochrane, Wis., 12:52. Good field on Minnesota side of river, also fairly good fields on bluffs on east side above the town.

Buffalo, Wis. Same country prevails.

Alma, Wis. Same country prevails.

Pepsin. Excellent fields to north, south and east.

Stockholm. Good cross country fields, top of hills.

Maiden Rock. Good cross country fields, top of hills.

Bay City. Good cross country fields, top of hills.

Hager Citfl. Good cross country fields; top of hills.

Red Wing, Minn., 1:16. Good fields surround town.

Cannon Junction, Minn., 1:10. Good fields surround town.

Diamond Bluff, Wis., 1:16. No field near town but great stretch of fields five miles N. W. between bluff and river.

From the St. Croix River the fields are about perfect, being large, continuous with no fencing. The soil a rich loam and generally put to wheat.

This continues to within five miles of St. Paul. Here become small and rough.

ft St. Paul 11:22.

untry west of Minneapolis broken by small woods and lakes.

satisfactory, though possible, cross country landings.

lden, Minn. Few small rough fields.

lley, Minn. Few small rough fields.

rker, Minn. Few small rough fields.

ayzota. Fields fairly large and smooth.

zy Lake. A few fairly good fields.

lano. No fields.

MILES CITY, MONTANA TO BILLINGS, MONTANA

ft Miles City, 11:00.

ry good field, can be made excellent on reservation at Fort Keogh, Montana.

ie fields on the table lands to the south of the Yellowstone continue good and in most cases are excellent. There are also a few good fields on the north bank.

BILLINGS, MONTANA TO HELENA, MONTANA—220 MILES.

ere are two fairly good fields about four miles west of town in bottom lands, these however would be bad in wet weather.

ie excellent field approximately 640 acres on top of Table Rock just north of city. This is being prepared by city as municipal field.

urel, 12:14. Good two way field southwest of town.

rk City, 12:18. Good field one mile west of town along railroad.

od fields half way between Park City and Columbus.

lumbus, 12:34. Two fairly good fields, one north and one just west.

od four way field eight miles west of Columbus near railroad, and south of river.

id Point, 12:45. Good two way field just south of town.

ridger Creek, 12:50. Good fields on both sides of creek.

g Timber, 1:02. Good fields surround town and as a rule are as perfect as regular flying fields.

ission, 1:20. Excellent fields abound.

vingston, 1:30. Good fields east of city.

ere are no fields available while passing over the mountains toward Bozeman.

ozeman, 1:42. Fairly good fields surround town, the best lie east.

anhattan, 2:00. Good fields on north side of town. Good field near railroad seven miles northwest of Manhattan.

othing for nearly thirty miles.

ownsend, 2:22. Good field northeast of town.

inston, 2:30. Good field northwest of town.

elena, 2:40. No fields.

ort Harrison, 2:45. Fairly good field on reservation.

HELENA, MONT. TO MISSOULA, MONT.—90 MILES

lison, 10:04. Landing possible along railroad west of town.

arrison, 10:22. Landing possible south side of creek.

rummond, 10:37. Landing possible north side of creek and railroad.

o other fields were observed where landings could be made.

There is a stretch of about thirty-five miles where it would be impossible to land.

Missoula, 12:24. Landings could be made in many places in this valley. Excellent 2,000 ft. square field east of fair grounds and adjoining them. Excellent, large field in reservation at Fort Missoula, if dragged.

MISSOULA, MONT. TO SPOKANE, WASH.—220 MILES

Left Missoula, 3:15.

Arbee, 3:30. Two good fields southeast of town along railroad.

Dixon, 3:38. Good fields about six miles north of city on Bison range.

None near city.

Perma, 3:47. Possible landing south of city.

Paradise, 3:55. Possible field southeast.

Plains, 3:58. Good field northwest of town.

Thompson Falls, 4:15. Fairly good fields east of town. Watch out for stumps.

Heron, 4:45. Good field west of town.

Hope, Idaho, 4:58. No field.

Field between Hope and Sandpoint north of Lake.

Sandpoint, 5:05. No field.

Westmond. No fields.

Cocolalla. No fields.

Careywood. No fields.

Granite. No field.

Athol, 5:20. Good fields east and west of town.

Belmont. Good fields east and west of town.

Corbin. Good fields east and west of town.

Twin Lakes. Good fields east and west of town.

Garwood. Good fields east and west of town.

Rathdrum, 5:30. Good fields east and west of town.

Hauser. Good fields east and west of town.

Coeur d'Alene. A 160 acre field being prepared by city as permanent.

Greenacres. Good fields.

Opportunity. Good fields.

Irvin. Good fields.

Millwood. Good fields.

Parkwater. Good fields.

SPOKANE, WASHINGTON TO TACOMA, WASHINGTON

The flying field at Spokane at the time of our visit though large enough was very poor owing to the fact of its having but one runway, grounds to the sides, rocky. On one side of the field there is a sheer drop into the river of 15 or 20 feet. On the other a wide road sufficiently ditched to upset a plane. There is, however, a large section of land adjoining this to the south which would make an excellent field.

SPOKANE, WASH. TO WATERVILLE, WASH.

There are a few scattered fields where emergency landings could be made with comparative safety.

Waterville. Field sufficiently large and smooth to handle Curtiss ship. One-eighth mile east of town. There is a large wide field 1½ miles northwest of Waterville, excellent field.

emergency landings.

WENATCHEE TO CLE ELUM.

A few narrow valleys thru the Cascades where emergency landings might be made.

Talmadge. Half mile south of the railroad. A fairly good field.

Auburn. Many good fields.

Payallup. Many good fields.

Kent. Many good fields.

Renton. Many good fields.

Seattle. No landing fields except for seaplanes.

Tacoma. Fairly good field in race track, also one southeast of town.

Camp Lewis. Excellent field on parade ground.

CAMP LEWIS, WASH. TO PORTLAND, ORE.—154 MILES

Yakima. Report adequate field. Dimensions unknown.

Chehalis. Fairly good field west of town. The country south is fairly good for emergency landings.

Kelso. A good field half mile northwest of town.

Portland. Excellent field one and a half miles south of city, east of the river and opposite the two islands (care should be taken here, however, to avoid power wires.)

PORTLAND, ORE. TO MEDFORD, ORE.—300 MILES.

Grenada. South and adjoining town, west of the Southern Pacific Railway. Field 800 x 2,000 feet.

Ashland. Field 1,000 x 4,000 feet, one mile north of town. Field slopes to west. Hill on east side, land north or south.

Salem. Field in State Fair Grounds. Landing space 1,800 x 375 feet. Safe in wet weather.

Corvallis. North edge of town, 800 x 400 feet.

Eugene. Field 2,500 x 800 feet, sod. One of the best landing fields in Oregon. Northwest edge of town, northwest of reservoir and race track.

Roseburg. Field one mile x 1,800 feet. Rifle range located $\frac{1}{4}$ mile east of town. Hill at north of field, land to north.

Grants Pass. Field 1,500 x 400 feet, has been graded to remove bumps.

Located north side of town, adjoining city. Land to north only.

Lebanon. Field 2,000 x 2,000 feet, $\frac{1}{4}$ mile west of the Academy, south end adjoining railroad. No obstructions.

Albany. Field 1,200 x 1,200 feet, sod. $\frac{3}{4}$ mile west of Albany, west of Southern Pacific Railway.

Cottage Grove. Field 900 x 600 feet. One mile south of and adjoining town. Railway on west end. Land north or southeast. Field very rough, great care should be taken in landing.

Medford. Field one mile by $\frac{1}{2}$ mile. Two miles west of Medford on main highway. Great part of field covered with alfalfa, dangerous in wet weather. Northwest corner of field best for landing.

MEDFORD, ORE. TO SACRAMENTO, CALIF.—308 MILES.

Practically no fields except absolute emergency from Medford to Duns-muir. Following down the Sacramento Valley it is one continuous landing field, it being possible to place a ship practically anywhere

with care. The principle fields are:
Red Bluff. Flat field, no trees, 2,000 feet x 1,000 feet.
Redding. Prepared field southwest and adjoining town, between Sacramento River and Redding. Field 1,000 x 2,000 feet. Care should be taken of the 40 foot power land north and west of town.
Chico. Field south and adjoining town, land east and west. Trees to south. Slaughter house north side of field.
Oroville. The landing field is about 4 miles south of town, west of and adjoining Southern Pacific Railway. Very large and rough due to placermining. Easily located, having one tree in field. Field marked with a 50 foot circle.
Nevada City. Field about three miles from town in direct line with the Grass Valley. Quite large. Numerous obstructions, however, such as tall trees. Formerly used as race track.
Gridley. Field one mile west of town. Very small, contains several oak trees, landing must be made from north.
Woodland. Open country with numerous landing fields.
Colusa. Landing fields very numerous, all open country. Pilot should observe fields closely as they are under irrigation and are apt to be dangerously soft.
Marysville. Landing field center of race track, formerly used for cross-country field for cadets. Land north or south. Gas and oil in building west side of track.
Sacramento. Numerous large fields, also government aerodrome east of Sacramento.

SACRAMENTO TO SAN FRANCISCO—88 MILES.

Excellent fields as far as Fairfield. Fairfield to San Francisco the flight extends over the tide lands and bay, it being impossible to land.

SAN FRANCISCO TO FRESNO—198 MILES.

San Leandro. Fairly good fields, possible landings can be made.
San Mateo. Fairly good fields, possible landings can be made.
Redwood City. Fairly good fields, possible landings can be made.
Palo Alto. Fairly good fields, possible landings can be made.
Santa Clara. Fairly good fields, possible landings can be made.
San Jose. Fairly good fields, possible landings can be made.
Los Gatos. Fairly good fields, possible landings can be made.
Care should be taken as this country is thickly cultivated most of the cultivation being orchard, rest under irrigation.
Rocklin. Good field north of town. Good landing fields practically the entire distance between Los Gatos and Fresno. Forest patrol station situated at Fresno, about $2\frac{1}{2}$ miles from city.

FRESNO TO LOS ANGELES—220 MILES.

Visalia. Good field northwest of town.
Bakersfield. Forest patrol station. Good country between Bakersfield and Visalia.
Tulare. Landings can be made in the vicinity of Tulare. Extreme care should be taken, however, as the country is very sandy.

AN excellent field west of city and just southwest of the oil wells, approximately 2,000 feet from corner to corner. Another field $\frac{1}{2}$ mile to the north of it, approximately the same size. Both fields used commercially and are well marked and graded. Another landing may be made at Arcadia, a few miles from Los Angeles. Good landing field at Venice which is marked.

Santa Ana. Excellent field south of city.

From Santa Ana south, following the coast, there are numerous places where it is possible to land without a crash, no good fields however.

Camp Kearny. Excellent field on parade ground.

San Diego. Government field, Rockwell, on north island.

SAN DIEGO TO EL PASO—857 MILES.

Possible landings may be made between San Diego and Calexico. There are no good fields however.

Calexico. Border Control Station western outskirts of town.

There are many possible landing fields between Calexico and Yermo.

Soil sandy. Border Control Station at Yerma south of town.

Emergency field at Maricopa west of town.

Maricopa to Tuscan, Arizona. Emergency fields the entire route.

Tuscan. Landing field (1) mile north of town. 1 by $\frac{1}{2}$ mile. Very good and marked with a "T".

Tuscan to Douglas, Arizona. The country is level and great care should be taken in landing owing to brush and rocks.

Douglas, Arizona. Landing can be made on the parade ground.

Columbus, New Mexico. Very few fields, country covered by brush. Landing can be made at Columbus on parade ground south of town.

EL PASO, TEXAS TO FT. WORTH, TEXAS—572 MILES

El Paso. An excellent landing field on the parade ground, now being used by Border Control.

Phoenix. Report landing field in the State Fair Grounds. Dimensions not given.

El Paso to Sierra Blanca. Many hay fields along the river. Watch out for irrigation ditches.

Sierra Blanca to Pecos. Waste country. Can land anywhere being careful of brush and boulders.

Pecos to Odessa. Waste country. Can land anywhere being careful of brush and boulders.

Odessa. Field half way between Odessa and Midland where safe landing can be made.

Stanton. Good field one mile north of town.

Big Spring. Good field one mile north of town. The country here becomes civilized again and there is an abundance of good fields.

Sweet Water. Excellent, well marked landing field just south of town.

Cisco to Fort Worth. Open country entirely.

FORT WORTH TO HOUSTON, TEXAS—262 MILES

Open country with abundance of good landing fields, can land anywhere.

Beaumont. Landing westerly outskirts of city.

Orange. Landing field one mile southwest of town. Has 8 runways.
Vinton. Landing field just north of big red school building.

HOUSTON, TEXAS TO LAKE CHARLES, LA.—154 MILES.

Lake Charles, La. Can land at Gerstner Field which is 15 miles southeast of city. Can land anywhere in this vicinity being careful to avoid gas mounds which are from 30 to 60 feet in diameter and from 1 to 3 feet high. Also low places as they are under rice cultivation. Beware of drainage and irrigation ditches.

LAKE CHARLES, LA. TO NEW ORLEANS, LA.—198 MILES.

Jennings, La. Large landing field northeast of city. 8 runways.
Eunice. Landing field half mile due east of town, south of railway.
LaFayette. Landing field westerly outskirts of city.
LaFayette to New Orleans. It is practically impossible to land with safety. The entire country is devoted to sugar cane and rice. The fields are very small and chopped up by ditches. A great deal of this land is flood and tide land.
New Orleans. Landing fields half way between Lake and River at northeast end, business section of town. Present condition very poor, but is being put into fairly good shape.
New Orleans to Christian. Entirely swamp and tide land, unsafe.
Christian to Morse. Many fields but all sparsely covered with trees.
Mobile, Ala. Excellent field $2\frac{1}{2}$ miles southwest of town.
Baton Rouge, La. Reports field 1,200 feet square, a cross in the center south of Standard Oil Company, near the city.
Tallahassee, Fla. Report good field east of Tallahassee about $\frac{3}{4}$ of a mile. Top of one of the largest hills in Florida. Field marked with a "T" with an American Flag at the top of it. Oil and gas can be procured. Field 1,000 by 650 feet.
Mobile, Ala., to Brewton, Ala. Swamps and trees.
Brewton to Montgomery. Farming country. Plenty of landing fields. However, these are very small and should be entered with care.
Montgomery. Good field west of city, well marked.
Montgomery to Phoenix, Ala. Plenty of fair fields within glide.
Columbus, Ga. Plenty of fair fields within easy gliding distance.
Port Valley, Ga. Plenty of fair fields within easy gliding distance.
Macon, Ga. Excellent field in race track southwest of city.
Milledgeville. Excellent field southwest branch of river just west of railroad bridge..
Augusta. Excellent field on parade ground surrounded by open country.
Augusta, Ga. to Columbia, S. C. Ample landing field just south of race track. South of town, open field just east of town.
Charleston, S. C. Reports excellent field in Hampton Park. Used by Victory Loan Campaign. Dimensions not given.
Wilmington, N. C. Excellent field southeast of town.
Pinehurst, N. C. Excellent field due south of Club House. Marked with a cross. Landing in the end near railroad station.
Pinehurst to Raleigh. Open country, landing fields anywhere.
Camp Braig. Excellent landing field on parade ground.
Raleigh-Emporia to Richmond, Va. Country very rough, thickly wooded but containing myriads of small cultivated places where emergency landings can be made.
Richmond to Washington, D. C. Large open fields along to Potomac.

in
Foot

From
To

in
Miles

[illegible]



Date and Hour	Machine Type and No.	Motor Type and No.	Names of Passengers Arrived	Warm-ing-up Time	Flying Time in min	R. P. M.	Oil Pres-ure	Water Temp.
---------------	----------------------	--------------------	-----------------------------	------------------	--------------------	----------	--------------	-------------

張
敬

**FROM
TO**

In Miles

Miles



to
Post

from
To

to
Miles

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	149
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----

Date and Hour	Machine Type and No.	Motor Type and No.	Names of Passengers Arrived	Warm- ing-up Time	Flying Time in min	R. P. M.	Oil Pres- sure	V
---------------------	----------------------------	--------------------------	-----------------------------------	-------------------------	--------------------------	----------------	----------------------	---

**Altitude
in
Feet**

**From
To**

COURSE AND REMARKS OF FLIGHT

**Dist.
in
Miles**

Date and Hour	Machine Type and No.	Motor Type and No.	Names of Passengers Arrived	Warm- ing-up Time	Flying Time in min	R. P. M.	Oil Pres- sure	Water Temp.
---------------------	----------------------------	--------------------------	-----------------------------------	-------------------------	--------------------------	----------------	----------------------	----------------

**in
Feet**

From
To

**in
Miles**



Date and Hour	Machine Type and No.	Motor Type and No.	Names of Passengers Arrived	Warm- ing-up Time	Flying Time in min	R. P. M.	Oil Pres- sure	Water Temp.
---------------------	----------------------------	--------------------------	-----------------------------------	-------------------------	--------------------------	----------------	----------------------	----------------

From
Foot

To

Miles



241005

Date and Hour	Machine Type and No.	Motor Type and No.	Names of Passengers Arrived	Warm- ing-up Time	Flying Time in min	R. P. M.	Oil Pres- sure	Water Temp.
---------------------	----------------------------	--------------------------	-----------------------------------	-------------------------	--------------------------	----------------	----------------------	----------------

**in
Feet**

**From
To**

**in
Miles**

[illegible]

LOG BOOKS

(In quantities for the Manufacturer Agent and
Flying School)

AIRCRAFT LOG BOOK

For a detailed record of the machine, including all
tests, overhauls, replacements, repairs and inspection.

ENGINE LOG BOOK

For a detailed record of the engine, including block
test, installation, performance, consumption and in-
spection.

PILOT'S FLYING LOG BOOK

For a detailed record of his flying time and experi-
ence with various machines and motors, etc.

(Please write for prices on quantities)

PRACTICAL FLYING MAPS FOR PILOTS

Cities having aviation facilities marked thus—

COLORADO	NEW JERSEY
CONNECTICUT	NEW YORK
ILLINOIS	OHIO
INDIANA	OKLAHOMA
LON ISLAND, N. Y.	PENNSYLVANIA
MASSACHUSETTS	RHODE ISLAND
MICHIGAN	TEXAS and UTAH

Maps of the above State at \$0.50 each

"Round the Rim" flight and other routes
on a large Transcontinental Maps, \$1.00

Please write

BRUCE EYTINGE

4554 Park Avenue

New York City

Please mention Landing Field Guide when writing to advertisers

The Curtiss Aeroplane and Motor Corporation—pioneers in the building aircraft—pioneered in the development of commercial aviation.

By its purchase of 2700 airplanes from the U. S. Government, it was able to supply the wants of aviation until the transition could be made from a war to a peace-time production basis.

This purchase, consisting of the well-known JN-4D and the Standard which have been re-equipped with the reliable OX-5 motor, made it the only company to furnish buyers with planes backed by the Curtiss reputation for Safe Reliability.

These planes are ready for immediate delivery at prices ranging from \$2,400 for used machines and overhauled motors, to \$6,750 for new machines and motors.

The new Curtiss Oriole, three-seater airplane, equipped with the K-6, 15 horsepower motor—the machine that proved the sensation of 1919—is ready for immediate delivery at \$9,850.

The Curtiss Aeroplane and Motor Corporation is prepared to do more than merely sell you a plane. It is ready to give you INSTANTANEOUS SERVICE—something that it alone is prepared and equipped to do.

The following Curtiss distributors, located in all the centers of the United States, are prepared to supply you with information, to demonstrate and to render

EAST

The America Trans Oceanic Co., New York City and Palm Beach, Fla.
The Curtiss-New York Airplane Co., Buffalo, New York.
The Curtiss Airplane Co. of New England, Boston, Mass.
The Curtiss-Eastern Airplane Co., Philadelphia, Pa.
The Curtiss-Johnson Airplane Co., Montgomery, Ala.
Floyd J. Logan, Cleveland, Ohio.
The Thompson Airplane Co., Detroit, Mich.
Graham Bros. Aviation Field, Inc., Evansville, Ind.
The Memphis Aerial Company, Memphis, Tenn.
The Chattanooga Automobile Company, Chattanooga, Tenn.
The Curtiss-Indiana Company, Kokomo, Ind.

WEST

The Curtiss Aeroplane & Motor Co., 30 N. Michigan Blvd., Chicago, Ill.
The Curtiss-Southwest Airplane Co., Tulsa, Okla.
The Curtiss-Northwest Airplane Co., Minneapolis, Minn.
The Curtiss-Humphreys Airplane Co., Denver, Colo.
The Syd Chaplin Aircraft Corp., Los Angeles, Cal.
The Earl P. Cooper Airplane Co., San Francisco, Cal.
The Oregon, Washington & Idaho Airplane Co., Portland, Ore.
The Curtiss-Wisconsin Airplane Co., Milwaukee, Wis.
The Herring Motors Corporation, Moines, Ia.
The Hiatt Motors Corporation, St. Louis, Mo.
Grand Island Aero Co., Grand Island, Neb.

THE CURTISS AEROPLANE AND MOTOR CORPORATION

Sales Offices:

Garden City, Long Island, L. I.

Factories: Garden City, L. I., and Buffalo, N. Y.

Flying Fields, Training Schools and Service Stations: Garden City, L. I., Atlantic City, N. J., Newport News, Va., Miami, Fla., Buffalo, N. Y.

Concentration Points: March Field, Riverside, Cal.; Mather Field, Los Angeles, Cal.; Taylor Field, Montgomery, Ala.

Testing Fields and Repair Depots: Garden City, L. I., Buffalo, N. Y., Wheeling, Ill., Houston, Tex., Dallas, Tex.

Service Stations: Portland, Ore., San Francisco, Cal., Tulsa, Okla., Montgomery, Ala., Waukegan, Ill., Philadelphia, Pa., or Boston, Mass.

TEMPERATURE TEST

Roland Rohlf's
Altitude Record
34,610 Feet
Established Sept. 18, 1919

Everest
29,002 Feet

Peak
29,002 Feet

Woolworth Bldg
730 Feet

WATER TESTED

THE REASON WHY
THE DEPOLIER
Waterproof and Dust-proof Watch
MAINTAINED ACCURATE TIME
while worn by ROLAND ROHLFS on his three World
Record Altitude Flights, finally to a height of 34,610 feet.



Patented in U. S.

and Foreign Countries

Promote Waltham Movement Accuracy
Had the atmospheric pressure within the case been permitted to equalize itself with the rarified atmosphere of the high altitudes, or the extreme cold of 44 degrees below zero been permitted to reach the delicate movement, its compensation would have been seriously affected, rendering the watch undependable.

WORLD'S RECORD FOR ALTITUDE

THE CURTISS ENGINEERING CORPORATION
EXPERIMENTAL AND AERONAUTICAL RESEARCH LABORATORIES AT
GARDEN CITY, LONG ISLAND

Jacques Depolier & Son, 319 Horikawa St.,
Brooklyn, N. Y.

Sept. 18, 1919

Gentlemen:

I wish to state that on my record breaking climb to 37,600 feet, 34,610 feet, and 34,610 feet, of which two were official, I wore one of your Depolier Waterproof Wrist Watches.

The case number of this watch was 1835 and Waltham movement number 2114030, and in all of these strenuous climbs the watch ran continuously and accurately without loss or gain, and it was this watch that I relied upon to give me the correct time on these flights.

I am very enthusiastic and thoroughly satisfied with the work, and believe it to be the only one on the market that can undergo satisfactorily a grueling test of this type.

Very truly yours,

Roland Rohlf

Experimental Test Pilot

The WATERPROOF features of the Depolier Watch-case protected the movement from any change in the atmospheric pressure and from the sudden drop in temperature to 44 degrees below zero.

A watch keeping accurate time under such extreme conditions will certainly prove satisfactory for every day wear.

Each watch TESTED UNDER WATER. This Depolier Waterproof Watch-case is the same as adopted by the UNITED STATES ARMY since the war.

Watch Complete, Waterproof Case and 15 jewel
Waltham Movement, \$52.00

Write for Booklet

JACQUES DEPOLIER & SON

Manufacturers of High Class Spectacles for Waltham Watches

Address: 319 Horikawa Street, Brooklyn, N. Y.

Telephone: 11 Maiden Lane, New York

Dubois Watch Case Co.

Established 1877

Please mention Landing Field Guide when writing to advertisers

B - G

"The Spark Plug That Cleans Itself"

Self-Cleaning]

Self-Cooling



Un-Breakable

Non-Fusible

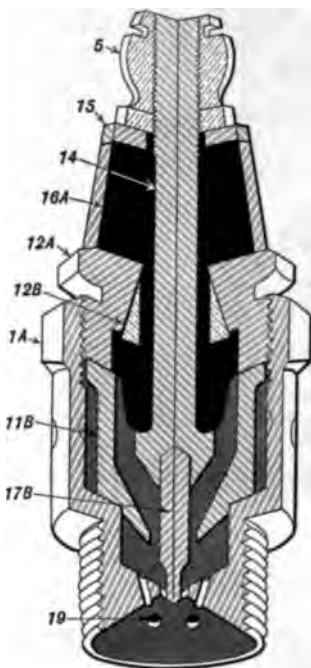
"The Plug with the Infinite Spark"

The

Brewster - Goldsmith Corporation

33 Gold Street

New York City, U. S. A.



Sectional view of the **B-G SPARK PLUG**

PARTS LIST:

- 1A—Body
- 5—Terminal Nut
- 11B—Thimble
- 12A—Assembling Nut
- 12B—Packing Cone
- 14—Spindle
- 15—Washer
- 16A—Mica Core
- 17B—Electrode
- 19—Induction Holes

MECHANICIAN NOTICE

Instructions for Maintenance of B. G. Spark Plugs:

1. See that electrode is centered.
2. *Screw the plug down solid*, or the gasget will leak and burn the plug.
3. Do not remove the plug from the cylinder until it either misses or has been 100 hours in the air. This plug cleans itself.
4. Should it be necessary to clean the plug, remove the mica core and clean the insulation with a rag or, if necessary, with a *fine emery cloth*. *Do not use gasoline on the mica.*
5. Use gasoline to clean the metal parts.
6. When re-assembling the plug, see that all parts are *screwed down solid*.

Thank you.

The BREWSTER-GOLDSMITH CORPORATION

33 Canal Street

New York City, U. S. A.

TALE SPINS

THE NATIONAL AIRCRAFT MAGAZINE

The only aerial magazine in the United States edited
by a staff of fliers

Published twice a month, first and fifteenth
Happenings in the Army and Navy Air Service
Good pictures of aviation events
Fiction stories by noted authors
News of commercial developments
Flying yarns by "aces"

A live aviation journal full of the kind of stories you
want to read

**U. S. TALE SPINS PUBLISHING
CORPORATION**

510 Fannin Street

Houston, Texas

Please mention Landing Field Guide when writing to advertisers



DID YOU, TOO, HELP
WIN THE WAR WITH
A
PICK AND SHOVEL?
No Matter;
AT LAST
YOU CAN FLY.

You don't have to spend
long months at Ground
School.

You don't have to man-
icure Canucks and Jennies

or spade up the C. O's front yard.

You can get a ride in Tale Spins twice a month,
twenty-four times a year for the rediculous price of \$2.00.
Subscribe today; put on your helmet and goggles and
get set for a good time.



U. S. TALE SPINS PUBLISHING CORPORATION
510 Fannin Street **Houston, Texas**

Please mention Landing Field Guide when writing to advertisers
103

**HARTSHORN
STREAMLINE WIRES
ASSEMBLED WITH HARTSHORN
UNIVERSAL STRAP ENDS**

Make the Ideal Aeroplane Tie
Rods.

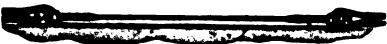
All streamline wires heat treated
in process and produced by our care-
fully developed method of cold re-
verse rolling, will meet the most ex-
acting tests.

Hartshorn Streamline Wires will
be furnished in large quantities for
manufacturers or for single planes
to individual pilots.

*Send for our descriptive circular A1,
describing our wires and terminal fittings*

STEWART HARTSHORN CO.

250 Fifth Avenue, New York



National Liberty Insurance Company of America.

Head Office: 62 WILLIAM STREET
New York

FIRE
RENTS
TORNADO
WAR RISK
EXPLOSION
AUTOMOBILE
WIND STORM
PAREL POST
USE AND OCCUPANCY
TOURISTS' BAGGAGE
SPRINKLER LEAKAGE
RIOT AND CIVIL COMMOTION
AND
AVIATION

Please mention Landing Field Guide when writing to advertisers



**Luxury and Comfort in travel as well as Speed—
are offered in**

THE K. T. CABIN CRUISER

as shown in the above illustration. A Plane for either pleasure or commercial purposes which we are now featuring for Custom Built sale.

THE O. W. I. AERIAL COUPE

is another model which especially appeals to those who wish in an Airplane not quite so much Speed as the other two features of Comfort and Luxury.

Those interested should see these new models of pleasure and commercial Aircraft which will be on exhibit at the various Aero Shows and let our representatives explain their features of Safety and Comfort; as well as Speed. Our handsome new brochure will be sent on request to those interested.

DAYTON-WRIGHT DIVISION
of
THE GENERAL MOTORS CORPORATION
DAYTON, OHIO
(The Birthplace of the Airplane)



Please mention Landing Field Guide when writing to advertisers

"Special Ship"

**OF THE BETTER KIND
CURTISS JN4H WITH 150-H.P. MOD. A
HISPANO-SUIZA**

These ships may be had as 2 seaters with single or dual control, or as 3 seaters single control.

L. W. F. WITH THOMAS 135 H.P. OR STURTEVANT 210 H.P. MOTORS.

Ships may be had as 2 or 3 seaters, single or dual control as ordered.

STANDARD SCOUT, NEW, WITH 100-H.P. GNOME MOTORS.

Special "stunt ships" can be supplied with either dual or single control.

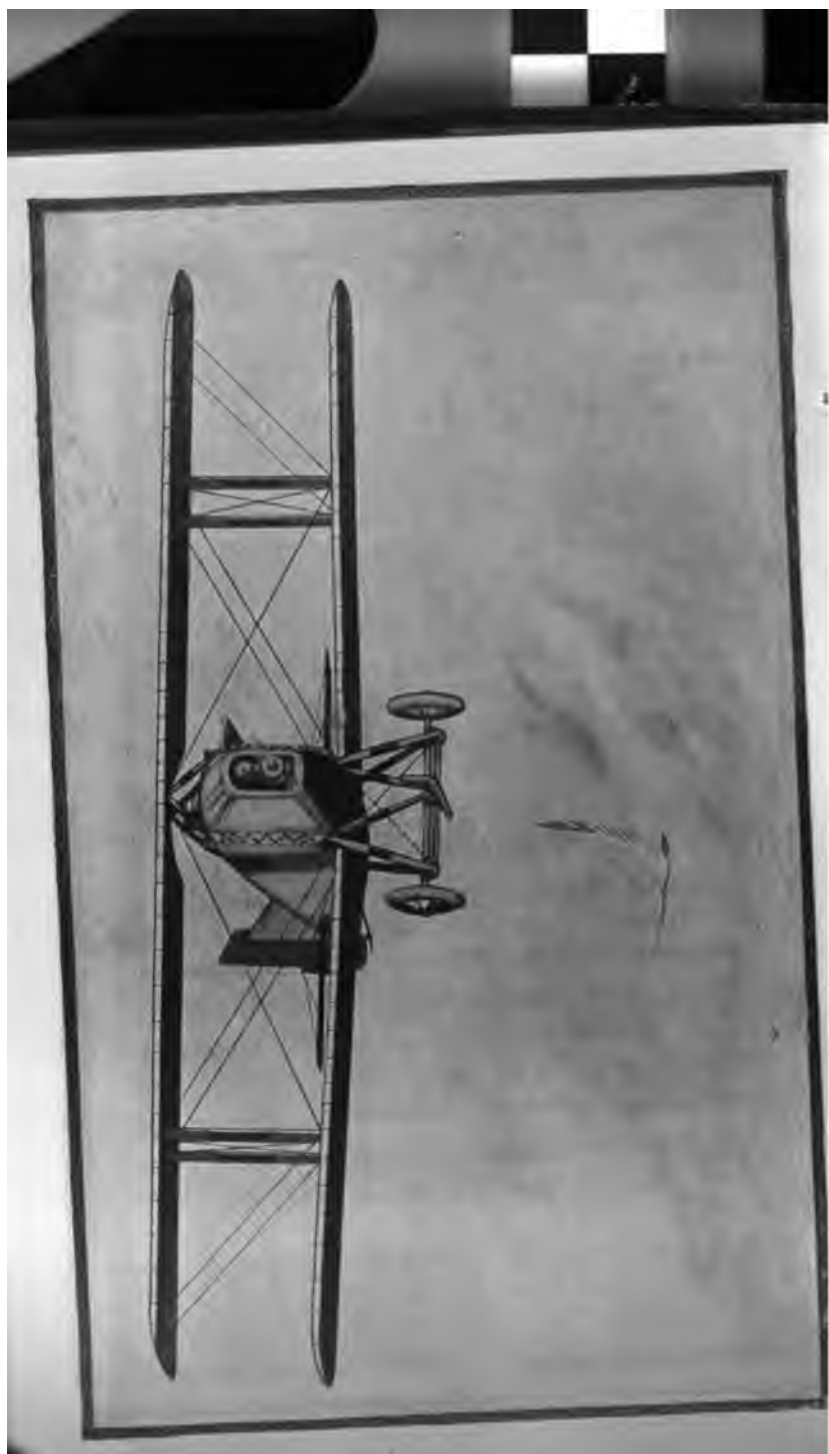
WIRE FOR PARTICULARS AND PRICES

We have other ships, powered with motors of from 90 to 400 H.P. Send for list "L.F."

Cable Address: USAE New York
Long Distance Phone. Cortlandt 449

U·S·AERO·EXCHANGE
38 PARK ROW NEW YORK CITY

Please mention Landing Field Guide when writing to advertisers



The "PIONEER"

"America's First Air Flivver"

(ILLUSTRATED ABOVE)

SINGLE SEATER SPORTPLANE

equipped with 4 cyl. 40—50 HP. "Pioneer" Water-cooled Motor
PRICE \$2,000.00

Maximum Speed 80 m. p. h.,

Minimum Speed 28 m. p. h.

COMMERCIAL

MILITARY

Weight empty 450 lbs.

Useful Load 450 lbs.



(TRADEMARK REG'D)

Descriptive Catalogue Mailed on Request

PIONEER AIRCRAFT CORPORATION

General Offices: 472-4-6 STERLING PLACE

BROOKLYN, N. Y.

Please mention Landing Field Guide when writing to advertisers



Orendo Tourister Type "F" **4 Seater Side-by-Side**

150 H. P. Hispano Engine



SALES OFFICES:

120 BROADWAY



120 BROADWAY

Lincoln - Standard H. S. Biplane

THE ORIGINAL STANDARD J-1 GOVERNMENT TRAINING PLANE

Equipped with a 150 H. P. Hispano Engine

This machine is equipped with 2 or 3 seats. It is an excellent machine for commercial work at any altitude.

WRITE OUR SALES DEPARTMENT FOR PARTICULARS
ON PRICE AND DELIVERY

Spare Parts and Accessories for Standard J-1, Curtiss J-N, 4-D Canuck machines and Airplane Motors. A full stock of raw material for Airplane fabrication. We can, and will, give you a good discount on all types of Aircraft material.

IMMEDIATE DELIVERY TELL US YOUR WANTS

Nebraska Aircraft Corporation

LINCOLN, NEBR.

Pilots: Observe for the Marker "Lincoln Air Port"

Please mention Landina Field Guide when writing to advertisers

HOR ACE KEANE
Aero Planes



The Pattern Plane, 1920 ACE Model K-1. Sales Office: 280 Madison Avenue, New York

Please mention Landing Field Guide when writing to advertisers

Consulting Aeronautical Engineers

An Independent Organization of

SPECIALIZED AERONAUTICAL ENGINEERS

Engaged in the Scientific and Practical Development of Aeronautics by
Consultation, Design, Experimentation and Testing

ALEXANDER KLEMIN

22 EAST 17th STREET

New York City, N. Y.

Please mention Landing Field Guide when writing to advertisers

Ohio Aviation School

AIRPLANES for any SERVICE



Flying Instruction

Aerial Advertising

Photography

Passenger Flights



SERVICE

REPAIR

Know Us by the Checker Board



Lorain, Ohio

The Great Eastern Co., Inc.

**AMITYVILLE, L. I.
NEW YORK**



WHAT TO DO

For Those Parts?

For That Crash?

For An Aerial Taxi?

For A Joy Ride?

For Instruction?

For A Ship To Fill That Contract?

(With or without pilot)

For A Hangar During The Summer?

For Dead Storage During The Winter?

**For A Field and Hangar On Which To Test That
New Design?**

**For A Mechanic Or A Rigger To Overhaul Your
Ship Or Motor Or Both?**

For Anything Aeronautical

SEE US !

Our Field, Hangars and Ships Marked Thus:



**WE GIVE
AERIAL GARAGE AND TAXI SERVICE
TO ALL.
SCHOOL OF AERONAUTICS**

Please mention Landing Field Guide when writing to advertisers

BOYCE MOTO-METER

First Across the Atlantic

The Boyce Moto-Meter was standard equipment on the famous NC-4—just as it was standard on the planes in the Great War.

With the Distance Type Boyce Moto-Meter recording every variation in motor temperature, there is no danger of an engine stalling from sudden cooling, or bearings burning out from over-heating.

**The
Motor-
Meter
Co., Inc.**



**Long
Island
City,
N. Y.,
U. S. A**

INSTRUMENTS



EQUIP YOUR PLANES WITH COMPASS

AIR SPEED INDICATOR
AIR DISTANCE RECORDER
BANKING INDICATOR
DRIFT INDICATOR
TURN INDICATOR
RUNNING LIGHTS

WRITE FOR INFORMATION
INSTRUMENT COMPANY
N WICH ST. NEW YORK CITY

Please mention Landing Field Guide when writing to advertisers

F. AND S. PORTABLE AEROPLANE HANGER

Patents Pending

Adopted After Severe Tests by U. S. Air Service

Easily Set Up By Four Men in Two Hours

More Dependable Than Most Permanent Hangars



To Bring In Or Take Out Machine,
Just Slide Front Curtains Like Portieres

Provides Housing For Crew and Ample
Working Space Around Plane

Our New Design for JN 4, \$490 Net Cash F. O. B. New York

Made of Olive U. S. Army Ducks, Shipping Weight 1,700 lbs.

(Other sizes in proportion)

THE NEW YORK TENT AND TARPAULIN CO.

Successors to Tent Department of the Foster & Stewart Co.,

BROOKLYN, N. Y.

The first and only Aeronautic Bookshop and Library in the world where you can purchase flying model Aeroplanes, Aeronautic Books, Aeronautics Jewelry, Aviation Novelties and Aeronautic Instruments

SELECTED AERONAUTIC BOOKS

Books treating of the several phases of aeronautics, such as: construction, operation and design of aeroplanes, all types, both domestic and foreign—other volumes on aeronautic engineering, aero-dynamics, meteorology, etc., etc.

MODEL FLYING AEROPLANES

We have a full line of Flying Model Aeroplanes, ranging in prices from \$1.00 up to \$20.70. All of these models are guaranteed to fly, making a very attractive present for boys of all ages. The American insignia is painted on the wings and tail of each of these aeroplanes, making them complete in every detail.

AVIATION JEWELRY

10 and 14 Karat gold Propeller Scarf pins as follows:
 LARGE SCARF PIN—14K \$10.00
 MEDIUM SCARF PIN—14K 6.50
 10 and 14 Karat gold Propeller Brooches as follows:
 LARGE 10K Brooch \$ 7.00
 LARGE 14K Brooch 10.00
 MEDIUM 10K Brooch 5.00
 SMALL 10K Brooch 3.00

AVIATION NOVELTIES

A very attractive aluminum propeller paper knife, souvenir of the first Trans-Atlantic Ocean flight, in two styles:
 Plain \$.40
 Engraved 50
 Statuettes for Office and Den:
 Winged America, Bronze Finish \$35.00
 Winged America, Ivorized 27.00
 Henri Farre, Painter of Aviation, Bronze Finish 15.00
 Henri Farre, Painter of Aviation, Ivorized 10.00
 Gabriele d'Annunzio, Poet of Aviation, Bronze Finish 15.00
 Gabriele d'Annunzio, Poet of Aviation, Ivorized 10.00

Attractive aluminum Radiator Cap Ornament, replica of the D.H. 4 Biplane, being the first American Aeroplane to cross the German lines in the Great World War, in two types:
 Type "A" with Automobile Radiator Cap Attachment.....\$5.00
 Type "B" Paper Weight and Desk Ornament..... 6.00

We Take Subscriptions for the Following

Leading Aeronautic Magazines:

FLYING (Monthly), One Year Subscription (Domestic).....\$3.00
 Foreign \$1.00 extra
 AERIAL AGE WEEKLY, 1 Year Subscription (Domestic) 4.00
 Foreign \$2.00 extra
 AIR POWER (Monthly), 1 Year Subscription (Domestic) 3.00
 Foreign \$1.00 extra

NEW AERONAUTIC WALL MAPS

AERONAUTICAL WALL MAP OF U. S. AND CANADIAN AIRWAYS, 50x43 inches, giving names of all cities on the Airways\$5.00
 WALL MAPS OF THE WORLD'S 1,100 AIRWAYS, with distances between places in miles and kilometers all over the world, connections between air lines and steamship lines and railroads, magnetic deviations, longest periods of daylight at different latitudes. Attractive office adornment 5.00
Kindly send us your name and address and we will be glad to send you circulars and book lists and descriptions of any of the above mentioned books or articles.

THE AERONAUTIC LIBRARY, Inc.

299 Madison Avenue New York City
 Established in 1915

AIRCRAFT MATERIALS

**WE ARE JOBBERS OF
CERTIFIED AIRCRAFT SUPPLIES**

Large Stock in New York

Propellers
Wheels
Axles
Instruments
Hose Clamps
Gas Tanks
Radiators
Struts
Etc.

Fabric
Dope
Paint
Enamel
Varnish
Tape
Gas Hose
Fire Extinguishers
Etc.

Bolts
Nuts
Turnbuckles
Shackles
Thimbles
Cable
Wire
Rubber Cord
Etc.

**IMMEDIATE DELIVERY
OF
SPARE PARTS
FOR**

Canadian JN Training Plane and 0x5 Motor

Propellers
Landing Gears
Wing Panels
Etc.

Struts
Metal Parts
Tail Skids
Etc.

Valves
Bearings
Tools
Etc.

Shipment from New York stock write for quotations

Aircraft Materials & Equipment Corp.

1409 Sedgwick Avenue

New York City

Airplane Insurance

LIFE AND ACCIDENT INSURANCE FOR THE PILOT.

FIRE, THEFT, LEGAL LIABILITY (THIRD PARTY)
DAMAGE TO PROPERTY OF OTHERS, TORNADO
AND MARINE PERILS COVERING THE PLANE.

WORKMEN'S COMPENSATION COVERING ALL EM-
PLOYEES OF AIRPLANE FACTORIES, INCLUDING
TESTING IN FLIGHT.

CARGO COVERAGES.

PASSENGERS COVERED AGAINST ACCIDENT.

HARRY M. SIMON

Insurance Expert

81-83 FULTON STREET

NEW YORK, N. Y.

Please mention Landing Field Guide when writing to advertisers

CANTILEVER AERO COMPANY

DESIGNERS AND BUILDERS OF HIGH CLASS AIRCRAFT.

FLEXIBLE WING CONSTRUCTION LICENSED UNDER
CHRISTMAS AEROPLANE COMPANY PATENTS.

MAXIMUM EFFICIENCY — MINIMUM HORSE-POWER —
HIGH SPEED WITH LOW TAKING OFF AND LAND-
ING SPEEDS.

1265-1269 BROADWAY

New York City, U. S. A.



Beardmore

Acknowledged Britain's Best

Can you from any other manufacture of Aero Engines get a six months' guarantee such as we provide?

Immediate delivery can be given. They can be fitted to American planes and a sample engine can be inspected in New York. Over 3,000 Beardmore Aero Engines were used during the war. Write to

F. G. BROWNE

McAlpin Hotel, New York City

for further particulars on this 160 h. p. water-cooled (with copper deposited jackets) 6 cyl. thoroughly commercial engine; backed by performance, lasting wear and the reputation of one of the world's largest factories.

Dealers are invited to apply for territory.

Beardmore Aero Engine, Ltd.

112 Gt. Portland Street

London, E. C.



LIBRARY OF CONGRESS



0 013 509 942 9

